Supplied.

PROPERTY ASSESSMENT OF

UNITED ASBESTOS COM. PANY, LTD. LONDON. DODWELL & CO., LIMITED.

General Managers,

NEW SERIES No. 1342. 日二十月九年五十二精光 MONDAY, OCTOBER 16, 1899.

一拜禮* 號六十月十英港香 THIRTY DOLLARS

Banks.

JOKOHAMA SPECIE BANK, LIMITED. ESTABLISHED 1880. CAPITAL SUBSCRIBEDYen 24,000,000 Head Office :-- YOKOHAMA....

Branches and Agencies: TOKIO. NAGASAKI. LONDON. NEW YORK. SAN FRANCISCO. HONOLULU. BOMBAY. SHANGHAL. TIENTSIN.

LONDON BANKERS: HE LONDON JOINT STOCK BANK, LD. PARRS', BANK, LD. THE UNION BANK OF LONDON, LD

HONGKONG AGENCY :- INTEREST ALLOWED. On Current Account at the rate of a per cent. per Annum on the Daily Balance. On fixed deposits for 12 months at 5 per cent.

Hongkong, 4th October, 1899. LIONGKONG AND SHANGHAI BANKING CORPORATION.

RESERVE LIABILITY OF PROPTORS,\$10,000,000 COURT OF DIRECTORS: R. M. GRAY, Esq., Chairman. N. A. Siens, Esq., Deputy Chairman.

A. J. Raymond, Esq. R. H. Hill, Esq. P. Sachse, Esq. The Hon. J. J. Keswick. E. Shellim, Esq. A. McConachie, Esq. R. Shewan, Esq. CHIEF MANAGER:

Hongkong-Sir Thomas Jackson. MANAGER: Shanghai-]. P: WADE GARD'NER, Esq. LONDON BANKERS-LONDON AND COUNTY

BANKING COMPANY, LIMITED. ... HONGKONG-INTEREST ALLOWED: On Current Account at the rate of 2 per Cent. per Annum on the daily balance; ON FIXED DEPOSITS:

For 3 months, 21 per Cent. per Annum. For 6 months, 32 per Cent. per Annum.

For 12 months, 4 per Cent. per Annum. THOMAS: JACKSON, Chief Manager. Hongkong, 19th August, 1899.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted bythe HONGKONGANDSHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 32 PER

CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, T. JACKSON. Chief Manager.

Hongkong, 1st August, 1895.

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896. Shanghai Taels

SUBSCRIBED CAPITAL 5,000,000 PAID-UP CAPITAL 2,500,000 Head Office :- SHANGHAL

Branches and Agencies. CANTON. .HANKOW. CHEFOO. PEKING. SWATOW. CHINKIANG. FOOCHOW. TIENTSIN.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agen-

HONGKONG-BRANCH. Advances made on approved securities. Bills discounted.

INTEREST ALLOWED ON DEPOSITS. per Annum Fixed Deposits for 3 months. E. W RUTTER. Acting Manager.

*Hongkong, 15th October, 1898. THE NATIONAL BANK OF CHINA LIMITED.

HEAD OFFICE :- HONGKONG. Board of Directors :-Chan Kit Shan, Esq. Chow Tung Shang, Esq. | Kwan Hoi Chuen, Esq. D. Gillies, Esq. J. T. Lauts, Esq.

Chief Manager, GEO. W. F. PLAYFAIR Interest for 12 months Fixed 5 %

Hongkong, 30th May, 1899. THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE:—LONDON.

TNTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent per anount on the Daily Balances. On Fixed Deposits for 12 months ... 4 per cent.

T.H. WHITEHEAD, Manager, Hongkong. Hongkong, 20th May, 1898

Untimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAMERS CAPTAINS LONDON 1 Candia W. H. Haughton, R. N. R. About 24th Oct. ... Freight only. . SHANGHAI ... BengalS. BarthamAbout 28th Oct..... Freight or Passage. LONDON Java G. W. Gordon, R.N.R... About 2nd Nov. ... Freight or Passage. † (See Special Advertisement).

* (Passing through the Inland Sea). Pid Marseules.

For Further Particulars apply to

H. A. RITCHIE, Superintendent.

HOCK &

Per-I dozen Quarts ... Per 2 dozen Pints ...

GUARANTEED PURE.

12, QUEEN'S ROAD.

Telephone

Aquarius

SPARKLING MINERAL TABLE WATER. (Manufactured from TREBLE DISTILLED WATER.)

neither discolours them nor changes their flavour, as is so often the case with those Mineral Table Waters which contain iron and other salts.

CALDBECK, MACGREGOR &

AQUARIUS COMPANY.

CLUB HOTEL LIMITED

No. 5-B, BUND, YOKOHAMA.

FIRST-CLASS HOTEL Centrally situated, well furnished and supplied with excellent Cuisine and Good Wines.

The Company's Steam-launch attends the arrival and departure of all Mail Steamers.

Special attention paid to the Comfort of Visitors.

Yokohama, 1st October, 1897.

E. V. SIOEN, Manager.

Ex. S.S. SHANGHAL

AN UNPRECEDENTED SHOW OF NOW ON VIEW.

> W. POWELL & Co., Immed. Opposite P.O., 1st floor.

Hongkong, 16th October, 1899.

Hongkong, 3rd October, 1899.

SIVIN SHANGHAL

CALIFORNIA

EXCELLENT VALUE.

H. PRICE & Co.,

"A PERFECT TABLE WATER."

Hongkong, 4th October, 1899.

WORRY, ANXIETY, OVER-WORK.

BRAIN-FAG is an expression used to convey the idea of that condition of the brain where it is tired, worn-out or broken down from various causes, such as worry, anxiety, over-work and excesses of various kinds. In cases of this kind, so common in this enervating climate, the first impulse is to resort to stimulants, which may give temporary relief, but wherever there is stimulation there is bound to be a reaction, which leaves the sufferers in a far worse condition than they were before. To this fact may be ascribed more than one half of the break downs which are so frequently brought to our notice in the Far East. A cup of

Intimations.

BRAIN-FAG!

bridges over the difficulty, and stimulates, strengthens, and sustains without any deleterious after effects,

BOVRIL IS Prescribed by Medical Men throughout the World.

Used by all the Principal Hospitals, Supplied to British and Foreign Governments, and Sold by over 150,000 Customers throughout the United Kingdom alone, And also in Every Civilised Country in the World. AGENTS FOR CHINA:-

Wättting, Lintited.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,

UNITED ASBESTOS CO., LD., LONDON,

CONTRACTORS TO. H.M. GOVERNMENT. MANUFACTURERS OF THE Best Qualities of ASBESTOS GOODS and PACKINGS. HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds." Is the most suitable for mixing with Wines and Spirits: ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities. ESTIMATES given for every DESCRIPTION of WORK.

CHIEF SUPERINTENDENTTHOMAS SKINNER. SUPERINTENDENTARCHIBALD RITCHIE. DODWELL & CO., LIMITED, General Managers.

PEAK HOTEI

CRAIGIEBURN. THE PEAR HOTEL is situated at VICTORIA GAP, adjoining the TRAMWAY TERMINUS, 1,350 feet aboversea Level. CRAIGIEBURN is situated at PLUNKETT'S GAP, five minutes walk from the PEAK

Fine Healthy location, variety of beautiful scenery. 'Cool Southerly breezes in Summer with perfect protection against the North East Winds in Winter. Well appointed rooms, attentive service and excellent Cuisine.

CITY OFFICE, 7, Duddell Street. Hongkong, 4th January, 1899. GEO. J. CASANOVA, -Manager. 🕈



PHONOGRAPHS.

THE NEW HOME PHONOGRAPH EDISON) WITH FITTINGS.

PRICE \$80.

LANE, CRAWFORD & CO.

WONDERFUL SPECIFIC. THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHOEA, HEMORRHAGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.

Sold retail by all Chemists and Wholesale

THE PETER SYS COMPANY, (Proprietors and Sole Manufacturers), 9, Old China Street, -

12th October, 1898.

HONGKONG CLUB NOTICE.

EXTRAORDINARY GENERAL

MEETING of the Members of the Club will be held at the CLUB House, on THURSDAY, the 19th October, 1899, at 5 P.M., for the purpose of confirming or otherwise the RESOLUTION passed at the Extraordinary Declared. General Meeting held on the 3rd instant. By Order,

C. H. GRACE, Hongkong, 4th October, 1809. THE PUNJOM MINING COMPANY,

OTICE is hereby given that at a Meeting. of the Board of Directors of the above named Company held at the Office of the said Company, No. 9, Praya Central, Victoria, Hongkong, on the 2nd day of October, 1899. it was resolved that the following Ordinary Shares of the said Company the distinguishing Numbers of which are hereunder written be FANCY KAGA VASES & TOILET SETS. and they were duly FORFEITED in accordance with Articles Nos. 26 and 27 of the Articles of Association of the said Company,
Notice of the liability to FORFEITURE

of these SHARES appeared in the Hongkong. Daily Press of the 17th day of August, 1899. NUMBERS OF FORFEITED SHARES. 57477/57501 55891/55940 _11001/11085··· 59166/59190" 36213/36224. 42141/42165 16245/16269

W. H. GASKELL, Acting Secretary. Hongkong, 5th October, 1899.

45611/45635

47301/47310

28562/28573

59466/59515

UNION INSURANCE SOCIETY OF CANTON, LIMITED. NOTICE TO SHAREHOLDERS. DIVIDEND of \$18 per Share for the

year 1898, equivalent to 36% on the Paid up Capital of \$50 per Share, has been WARRANTS will be issued on the 13th

By Order of the Board, DOUGLAS JONES, Hongkong, 12th October, 1899.

JAPANESE CURIOS.

JUST RECEIVED.

XMAS CARDS & TOYS. LACQUERED, BARK & BAMBOO FRAMES.

ANCIENT JAPANESE ARMOURS. Hongkong, Canton, and Japan Views.

AT LOW PRICES.

D. NOMA, No. 12, Beaconsfield Arcade Opposite the City Hall. Hongkong, 9th October, 1899. [12584 9204]

TRADE MARK. OTICE is hereby given that BRUNNER.

THE TRADE MARKS ORD, NANCE

APPLICATION FOR REGISTRATION OF

MOND & CO., LIMITED carrying on business at Winnington Northwich in the County of Cheshire, Middlewich in the County of Cheshire, Sandbach in the County of Cheshire and London in England and elsewhere as manufacturers of Chemical products have, on the 19th day of May, 1899, applied for the Registration in Hongkong in the Re-

gister of TRADE MARKS of the following TRADE MARK The Facsimile of a crescent with the initials "B M & Co." printed, stamped, painted, impressed, branded, stencilled, written, drawn, cut or embossed inside the

The invented words "CRESCENT BRAND" divided by the said Facsimile of a Crescent. . Underneath the above the name of the

in the name of LED."
LIMITED who claim to be the post. Co. The TRADE MARK has been used by the applicants since the month of February 1881

and by their predecessors in title since the month of March 1877 in respect of the follow-Caustic Soda, Concentrated Crystal Soda, Bicarbonate of Soda, Soda Crystals and other products of Alkali-Pure Alkali

English Alkali-Concentrated Crystal Sodas and Soda Crystals in classes 1 and 2. A Facsimile of the TRADE. MARK can be en at the Office of the Colonial Secretary of Hongkong and also at the Office of the Under-

Dated the 15th day of July, 1899.

JOHNSON, STOKES & MASTER, Solicitors for the Applicants. 12, Queen's Road Central, Hongkong.

THE TRADE MARKS ORDINANCE APPLICATION FOR REGISTRATION OF

JOTICE is hereby given that DHUN-EEBHOY SORABJEE DADY BURJOR carrying on business at Victoria inthe Colony of Hongkong as Merchant has, on the 27th day of June 1899, applied for the Registration in Hongkong in the Register of TRADE MARKS of the following TRADE

TRADE MARK

The distinctive device of a Bee with extended wings and legs printed, stamped, painted, impressed, branded, stencilled or enamelled or otherwise put on in imitation gold on a circular green ground on one of the flat surfaces of a tin box or vessel" containing the goods which the said TRADE MARK relates and in respect of which goods the said TRADE MARK is On the back of the Bee appear in black

Roman letters " BEE." Immediately underneath the distinctive device above described are depicted in imitation gold two scrolls of leaves united by a knot also depicted in imitation gold. The above are enclosed in a circle of

imitation gold. In combination with the distinctive device above described is printed, stamped, painted, impressed, branded, stencilled, enamelled or otherwise put on a green ground-a-band-if inch in width which is affixed on the rounded surface of the said tin box or vessel and on this band are depicted numerous small black crosses which said crosses are in each case surrounded by a frame consisting of eight small hollow squares each of such frames being joined to the next frame-by a small

black square in the name of DHUNJEEBHOY SORAB. JEE DADY BURJOR who claims to be the

proprietor thereof. The TRADE-MARK-has been used by the applicant since the month of November, 1898,

in respect of the following goods.

Margerine in tins in class 42. -A Facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the Under-

Dated the 15th day of July, 1899.
JOHNSON, STOKES & MASTER, Solicitors for the Applicants, 12, Queen's Road Central;

To-dap's Advertisements.

JUBILEE LODGE

OF INSTRUCTION.

REGULAR MEETING of the above Lodge will be held at the FREEMASONS' HALL, Zetland, Street, on WEDNESDAY, the 18th-instant, at 8 for 8.30 P.M. precisely, Visiting Brethern M.M. are cordially to invited Hongkong, 16th October, 1899.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO THE Company's Steamship

Captain Hall, will be despatched for the above Ports, on WEDNESDAY, the 18th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers. Hongkong, 16th October, 1899.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATOON APCAR." Captain E. Fey, will be despatched for the above Ports, on THURSDAY, the 19th instant. For Freight or Passage, apply to .

DAVID SASSOON, SONS & Co., Hongkong, 16th October, 1899. · [1304n NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI (Passing through the INLAND SEA.) THE Company's Steamship

." HOHENZOLLERN." Ports, on or about WEDNESDAY, the '18th For further Particulars, apply to

MELCHERS & Co., Hongkong, 16th October, 1899. NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAL THE Company's Steamship

"BAYERN," Captain E. Prehn, due here with the ontward German Mail about the 17th instant, will leave | NATURAL SHERRY. for the above place about 24 hours after For further Particulars, apply to.

MELCHERS & Co., Hongkong, 16th October, 1899. THE CHINA AND MANILA STEAM-

SHIP COMPANY, LIMITED. FOR MANHA (DIRECT). THE Steamship

"NANYANG." Captain Lehmann, will be despatched instant. above Port. on FRIDAY

This Steamer has Accommodation for Passengers. For Freight or Passage, apply to SHEWAN, TOMES & Co.,

General Managers. Hongkong, 16th October, 1899.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUL THE Company's Steamship

"TAMSUL MARU," Captain S. Nagata, will be despatched for the above ports, on SUNDAY, the 22nd instant, at For Freight or Passage, apply to MITSULBUSSAN KAISHA,

Agonts. Hongkong, 16th October, 1899. CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE. HE Company's Steamship

" CHANGSHA! Captain Moore, will be despatched as above on SUNDAY, the 22nd instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A duly qualified Surgeon is carried and the

Vessel is fitted throughout with Electric Light. For Passage, apply to
BUTTERFIELD & SWIRE,

Agents. Hongkong, 16th October, 1899.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMAPNY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. (Through Bills of Lading issued for BATAVIA, PERSIAN GUIE, CONTINENTAL and · AMERICAN PORTS.)

THE Steamship

" PARRAMATTA," Captain A. Symons, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 28th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will he martipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for hondon, &c., will be conveyed

Parcels will be received at this Office until a P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading. For further Particulars apply to

H. A. RITCHIE, Superintendent Hongkong, 16th October, 1899.

To-day's Advertisements.

P. & O. S. N. COMPANY: NOTICE.

TURING my Temporary Absence from the Colony Mr. L. S. LEWIS will be in charge of the Company's business at this Port. H. A. RITCHIE,

Superintendent. Hongkong, 16th October, 1899. WEST RIVER SERVICE.

THE New River Steamers

"SAMSHŬI," & "WUCHOW." will be despatched alternately from Messrs. DOUGLAS LAPRAIK & CO.'S WHARF, at 5 P.M. MONDAYS, WEDNESDAYS and FRIDAYS for WUCHOW, calling at Kong-MOON, KAMCHUCK, SAMSHUI, SHIUHING and TAKHING.

Both Vessels have Superior Accommodation for Saloon. Passengers. Fares, including Sleeping Berth and Meals.

HONGKONG to SAMSHUL Return Fare 17.50 HONGKONG to WUCHOW.

Single Fare.....\$20.00 Return Fare 35.00 , The Attention of Passengers is drawn to the alagnificient Scenery on the West River. Arrangements can be made for the Steamers to stop at SHUT HING to enable Passengers to visit the celebrated "MARSILE ROCKS" and

For further Information, apply to BUTTERFIED & SWIRE, Hongkong, 16th October, 1899.

Entimation.

Captain II. Kirchner, will leave for the above A. S. WATSON & Co., LAMITED.

IMPORTERS OF HIGH-CLASS

* B.-Superior Pale Day: dinner wine. Green Scal Capsule 4 - 4 -L. -- Maszashaá, White Capsule - - - - 12.00 purposes.

" I'C .- "UPERIOR OLD DRY. PALE NATURAL SHERRY, Red. Seal Capsule - -

D.--VERY SUPERIOR OLD Pale Dry choice old wine. White Seal Capsule - W., - 11.4 E. - ENTRA SUPERIOR OLD

PALE DRY, very finest quality. All as the second of Company to be a collect Bottled) - - - - - - 20.40

B. C. and CC are excellent dinner Wines and suitable for invalids and delicate stomachs. D and E are after-dinner Wines of a very superior vintage. All are true, Neres-Wines.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates:

Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co., Limited. QUEEN'S ROAD CENTRAL

ESTABLISHED A.D. (S.).

MARRIAGES. On the 16th October, at St. John's Cathedral, Hongkong, by Rev. F. T. Johnson, Colly. BUCHANAN, of Shangbai, to CATHERINE, youngest daughter of William Mowat, of New-

castle-on-Tyne. On Saturday, the 30th of September, at St. Andrew's Cathedral, Singapore, MAUD LOUISE (Dollie), eldest daughter of James Rodyk, to REGINALD O'HARA DAWES.

DEATHS. On the 25th July, at Penhalonga, Rhodesia. of blood-poisoning, aged 34, CHARLES LISTER MARTIN, M.R.C.S., I., R.C.P., eldest son of the late Alexander Maughan Martin, of Blackheath

At 96, Waterloo Street, Singapore, on the and October, MARIE WINTERED, the dearly beloved daughter of Francis Wolf and Elizabeth Thompson, of 38, Besshorough, Gardens, Lon-

don, S. W. W. DOUTHWAITE, M.D.; of the China Inland Mission, aged 51 years.

HONGKONG, MONDAY, OCTOBER 16, 1899.

REUTER'S TELEGRAMS.

THE TRANSVAAL CRISIS.

LONDON, October 12th. The Netherlands Consul in London, has been charged by the Fransyaal with their interests and the American Consulat Pretoria has been charged with British interests.

THE TRANSVAAL CRISIS., LONDON, October 13th.

President Steyn- has proclaimed that the Orange Free State Burghers will assist the

Speeches by the opposition leaders agree in the conclusion that the Boer ultimatum closes all party polemics.

Mr. Conynham Greene and staff have left Martial Jaw has been proclaimed in the Transvaal. A tonsiderable force of Boers ha

WEATHER REPORT

The Observatory report says:-

entered Natal via Laings Nek.

On the 15th at r1-55-a.m. the harometer, has fallen considerably in Japan, and is inclined to rise on the China coast. The depression seems to be moving Eastwards near W. Japan. "The monsoon will probably freshen again on the China coast. FORECAST:-Light to moderate N. winds | fine.

On the 16th at 11.55 a.m. the barometer has risen on the China coast, particularly in the North. The depression is probably situated in | but never officially annexed it. E. Japan, and a high pressure area lies over Central China. Strong monsoon in the North, and freshening monsoon on the S. coast China and in the N. part of the China Sen. FORECAST : - Fresh N.E. winds ; fair.

LOCAL AND GENERAL.

IT is notified that Cape Colonysis now include in the list of countries to which penny postage has been extended.

THE returns of the number of visitors to the October, are: - Europeans 174, Chinese 1,367;

H.M.S. Undainted encountered very bad weather on her trip to Manila. A scantan was very seriously injured about the head by the carrying away of a block, but medical aid being immediately at hand it is hoped that the acci dent may not prove fatal.

CAPTAIN A. Kredi of the Savonia, 3,325 tons, of the Hamburg-Amerika Line reported on his arrival at Singapore from Moji that, on Sept. 21st, whilst in 27 2 North and 121 29 East, he picked up 15 Japanese from a Japanese junk. The men were landed at Singapore.

THE lot of Crown land, Let 1568, above Pokfulam conduit, put up for auction at the offices of the Public Works Department this afternoon, was knocked down by Mr. King to the Hon. C. P. Chater for So,470; the upset price was \$9,450. Mr. Chater has, we believe, purchased these 50,100 square feet of land for building

THE stamp revenue last month amounted to \$31.366, being an increase of \$4,807 on the amounted collected in the corresponding month of last year. There were increases under twentyfour headings amounting to \$8,307, and decreases under thirteen headings amounting to] \$3.500, of which \$2,634 occurred under the head of probate. 🤔

UNDER the immence of the warfike telegrams from home, and tighter money amongst share operators, says Mr. E. Georg in his share list of Saturday, our market has ruled very weak; and, with almost the sole exception of Indo- down by marriage offered every inducement for Chinas, which have been improving consider- intermarriage of the discharged soldiery and ably, most stocks have ruled dull and inactive, with lower prices in consequence.

THE Shanghai Mercity says that the Chinese have discovered a bed of excellent clay for brickmaking on the banks of the River Han. Brickmaking machinery has been erected, and a light trainway for conveying the clay to the machines. Kilns in foreign style for blue or grey bricks are in full operation. The daily natives on one side or the other. output of bricks for the railway is very large. We only guarantee our Wines and The kilns are on the river bank, and water carriage is convenient.

> THE N. C. Daily News says :- The Hupao reports that a prominent Censor has denounced. Liu, the chief envoy of the Empress Dowager to the Mikado, as a traitor to the Manchu dynasty, on the ground that, while in Japan, Din was in most intimate relations with the socalled Arch-rebel Sun Yat-sen, If the Empress Dowager be influenced by these denunciations. says the same paper, the outlook for Liu will be seribus and banishment would be the lightest

--- AT THE MAGISTRACY.

This morning, before Mr. Gompertz, there were several cases of drunkenness tried, one offender, T. O. Brion, of the U. S. S. Oregon, coming in for heavy sentences on four charges. In all he was fined \$75 or 2 months and 21 days' imprisonment.

Robert Kennedy, of the steamship Phra Chula Chone Klan, was fined \$25 for 14 days' imprisonment for being drunk and disorderly. J. Herman Michael, of the U.S.S. Oregon. was fined \$15 or 1 month, and Arnold Fenstad, of the Sailors' Home, \$10 for the same offence.

The Universal Gazette states that at a recent audience granted by the Empress Dowager to On the 5th of October, at Chefoo, ARTHUR a certain well-known Censor, one of the subjects of enquiry was in regard to the energy of them says that the "Boers through and zealousness of high provincial authorities. ignorance of every other book excepting the Said the Empress' Dowager, "Among all our Viceroys and Governors, we find, that only Viceroy Chang Chih-tung and Yu Yin-lin, which enabled them to push their way singly Governor of Hupeh, have shown true energy and devotion to duty, whereas the others are in strong contrast, to them. Now you Censors who are 'the ears and eyes of the Throne and are privileged to report to us concerning everydescended from one of the released soldiers. thing, have strongly refrained from touching upon this subject and informing us as to the creased to 27,000. When the British accepted conduct of the various Viceroys and Govemors. We, however, expectour Censors to be British came the troubles which, culminating more watchful in the future and report to the in the great Boer Trek, will be, we hope, ended Throne every reliable matter you may hear of by the great Boer War of 1899. concerning these high provincial authorities." This apparently means that the Empress ranny, but, in reality, owing to British humanity, Dowager has opened a door for the Censors to which clashed with the brutality of the Boer blackmail the provincial officials, and hints that she is desirous of finding fault with Viceroy Chang and his lieutenant Governor Yu for, farming was to take whip in hand and goad his purposes for her own, unfortunate lifetentot dependants to the work

THE BOER COUNTRY.

and social socia

every man whom their agents handed over to

them. These agents thus encouraged went in

for a wholesale system of kidnapping, and the

result was that they got together a motley

collection of human beings consisting of every

nationality and tongue and of every shade and

degree of criminal from the pickpocket to the

his colonists as a "set of idle, worthless

The Government at the Cape encouraged in

every way possible the intercourse of the whites

servants of the Company with the Hotentot

women, in some instances actually presenting

the bridegrooms with handsome presents on the

this intermarriage was that in a few years a

hardy race of half-breeds sprung up, in some

case, as for instance the Bastaards and Griquas,

developing into separate nations. But the effect

of the state of things then existent upon the

present race of Boers is that a very large portion

of that community have descended from African

The language of the Transvaul is any-

thing but pure Dutch, notwithstanding the

determined effort made by the Company

to prevent the use of any other tongue. Their

result of this was, however, that the original

Dutch degenerated in purity, became mixed

and blended with native words and idioms, and

the Boer tongue is at present a conglomerated

jargon in which French, Portuguese and native

lingos are sprinkled with Dutch, the latter,

In 1665 the Government made a determined

effort to reform the idle and worthless aga-

bonds by sending home for a number of Dutch

girls, who were married to these farmers, and

it was hoped that their influence would have

the effect of steadying down the turbulent

spirits. The plan had some effect in doing so,

but does not seem to have really effected the

purpose, for in 1685 we find an act passed for

the expulsion of those who neglected their

homes and farms and continued their habits

In 1686 and 1687 a very important influx 'o

population took place, first by the importation

orphan girls; and ninety-seven families of

responsible for the old-fashioned religious

fervour of the Boer and his hatred of anything

papal, although there is nothing of the

vivacious French nature left visible in their

character, so entirely have the influences of

climate and surroundings obliterated earlier

proclivities and produced a race unique in

their generation, peculiar in their habits, and

egotistically ignorant. Mr. Theal writing

Bible now hold views repugnant in many res-

pects to these of a progressive people;" but he

says also that "it is their religious fervour

into the interior without schools or churches or

shops, with only savages around them, but

Joubert, by the way, is a descendant of one

of the French Huguenots, whilst Kruger is

In 1814 the population of the Cape had in-

tion commenced, and with the advent of the

The primary cause of all our trouble has not

Under the Dutch rule slavery was extant in

all its inhuman savagery. The Boer method of

been as misrepresented, owing to British ty-

without becoming savages themselves."

of a large draft of agriculturists with about fifty

of idle vagabondry.

fireside, the use of any alien language.

however, being the principle element.

consummation of the nuptials. The result of

the authorities no little concern.

(Contributed'by a Hongkong resident,)

. The Government had passed laws that any of the Hotentots who were discovered to be without a master might be impressed into the service of any farmer who chose to force him The war in the Transvaal-developed from into his employment, or be set to work on purely racial hatred—has really reached Government works. But this state of affairs present denouement from a chain of circumstwas not to be tolerated by Englishmen, and ir ances in which incompatability of temper can .1828 the 50th ordinance was passed which be assigned as prima causa, and that inplaced the Ilotentot or any other free native on compatability may be traced without any great an equality with the European and finally, in stretch of imagination to the hereditary truns-1833, slavery was abolished where the mission of qualities consistent with the character British flag waved. The Boers, whilst they ac-In view of the present situation and lack of cepted our advent as a relief from domestic general information as to the origin of the oppression, were not animated by any very oppression, were not animated by any very -present day race of Boers, it may not be unintense feeling of love for the British, and the interesting to review the factors and events British at that period had not on their side any which me answerable for the existence of the overweening admiration for the virmin-covered Cape Colony and the neighbouring republics. loafer who, with his bible in one hand and a The Cape of Good Hope was discovered in slavedriver's whip in the other, presented to the 1486 by a Portuguese named Diaz, and Natal average British, who was inclined to consider was reached in 1497 by Vasco da Gama. From actions and not words as an index to character, the date of its discovery till the seventeenth a hypocritical anomaly entirely beyond his

form himself.

he was too lazy or had little inclination to per-

century, the' Portuguese exercised a sort of comprehension. loose control over, the southernmost territory When therefore this aniancipation bill became law the Boers, rather than submit, gathered The British flag was first hoisted at the Cape | together their goods and chattels and moved in 1620 by a captain of an English East In- off northward. Then commenced what is diaman, but the Government repudiated his known as the Great Trek, which ended in the action, and the Dutch, recognizing the strategical foundation of the Orange Free State and the value of such a possession on the direct Indian route, decided thirty years later to formally The bloodthirsty, cowardly, brutality of the annex it. This was done by Van Riebeck, who, Boer is apparent from the following incident.

with a troop of the Dutch East Indian Com A party of Boers who had gone upon a trading pany's soldiers, established a inilitary station | expedition to a Kastir encampment brought where Cape Town now stands. The original down upon their heads for some indiscretion intention of the Dutch Government was to the wrath of the natives. A fight ensued and make the Cape a kind of half-way house for her the whole expedition was exterminated. A Indian possessions, where the East Indiamen | punitive force at once assembled and attacked might be revictualled and stores replenished. the Kaffirs (about 200 strong) who took So far, however, as the revictualling was con- refuge in a huge cavern. This cavern cerned the plan proved a failure, owing to the | the Boers blockaded and, refusing quarter, ex-City Hall Museum for the week ended 15th natives refusing to trade. To meet this terminated the whole body by starving those contingency Van Riebeck permitted some of who remained in the interior and shooting

the soldiers to leave the service and settle on I down those who endeavoured to escape. farms, which were allotted to them for the pur- There is, I think, at the present time rather a pose of raising stock and cereals. These farms | tendency to overestimate their fighting qualities. were given conditionally for three years, after I do not think, for my own part, that the Boer which they passed finally into the hands of the has so far distinguished himself as a soldier. settler. These discharged soldiers formed the We have seen him in action under circumnucleus from which sprung the present day stances in which his own skin is comparatively Transvaal Republic. But the Dutch East safe in a warfare, and we have seen him under India company's soldiery were by no means other circumstances. Upon one occasion an composed of Dutchmen. The peculiar severity attempt was made by the Transvaal Boers to of the discipline at the Cape under the early | annex the Orange Free State, . Pretorious at regime rendered the service anything but the head of a large party of Boers entered the attractive. No good Dutch soldiers would state, but upon being met by a similar force think of volunteering, and to fill the ranks the | turned round and went home again. Then in Dutch offered a bounty of two months' pay for 1876 we see, out of a force of 1400 men sent against a rebellious native chieftain, 1000 men turning tail and making for home, leaving their comrades at the mercy of the rebels.

With these facts before us the result of this war may be looked forward to with no small amount of interest: There can, of course, be no doubt of what the end will be. The matter of interest will rather be how long facial hatred These were the people who were turned loose | will clash with self-interest. The Boers are upon the fertile plains of Africa, to herd their | not patriots, and it is patriotism only which cattle and till the soil; but the plan does not | will give a people the dogged perseverance seem to have been an unparalelled success, for and unconquerable grit which will rise triumfourteen years after the commencement of the plantly over discouragement and defeat, and settling system we find the Governor of the finally acheive victory by nationt courage and colony writing to his superiors, aptly describing single-minded zeal in the cause of liberty. The end cannot be long coming. Ignorantly nitting themselves against the might and power It could hardly have been otherwise under of the strongest nation in the world, there must the circumstances. To expect a motley collectibe either submission or total annihilation. tion of criminals, ne'er-do-wells, and disgraced | Which will it be? Looking over the Boer's past and deported soldiers, of every nationality, to history we cannot imagine him fighting a suddenly emerge from the husks of their losing game for any length of time, and I think villainies and appear before their fellowmen in | that should he be dealt at the outset some crushthe guise of inoffensive pastoralists, models | ing blow, resistance would be quickly terof virtue and propriety, would naturally be ex- minated and the second Boer war of not much possibility, and their general turbulence gave

CRICKET,

There were a couple of big scores made on Saturday in the "over 27" versus "under 27" match, and owing to these scores was not played out, but drawn in favour of the under 27 side. Lieutenant Strong and J. E. Lee were the first two to face the bowlers, both batsman giving the fielders heaps of leather hunting. Strong was unfortunate enough to be sent back l.b.w., but during the time he was at the wickets he made some really good strokes, and again showed that he knows well how to wield the willow. Lee although not such a pretty bat as his partner did some tall hitting, and was not disposed of until he had notched 93 runs, the highest effort of the match. It was marvellous how he got some of the balls away, because he plays a very regulations prohibited, even at a man's own slanting but; several times it seemed as the trundlers had beaten him, but somehow he got in his stroke and away went the leather at a great pace. During his stay at the stumps he hit 2 sixes, 6 fours, 3 threes, 17 twos, and 14 ones. Five other players got into double figures, the best being 20 by Hancock and 25 by Grant-Smith. Lt. Lewis seemed to have got his eye in but was run out after making 16. One feature of this side's innings was that there was not a single "duck." Waymouth was the most successful bowler, taking four wicket for 15 runs each, whilst Mackenzie's three cost him a trifle over 16.

Although the over 27 team's score is headed with 66, the start was a poor one, Benn, one of the best bats and one who is able to put in a varied number of hits, being run out for an "egg." Gill and Griffin were disposed of for 8 and respectively, and Ward failed to score. Waymouth near a better stand, scoring 23, and up to the timecof drawing Mackenzie had made .21 not out. The total then was 143; 14 of these, however, were extrus.

Huguenots who fled from France on the revoca-Following are the scores and bowling tion of the Edict of Nantes These latter are anulysis: —

Lt. Strong, R.M. L.I., Lb.w. Mackenzie' mineral ar L. Lee, c Wood, b Grimble 93 H. C. R. Hancock, c Ward, b Waymouth...... 50 Lt. Wilkinson, R.A., b Waymouth R. G. Gerrard, b. Waymouth Grant Smith, run out F. Maitland, b Ross 66 E. Henn, R.N., run out....... D. Wood, c Lews, b Hancock F. B. Deacon, c Rost, b Strong....... Rev. P. J. Johnson, not out Dr. Swan BOWLING ANALYSIS. UNDER of Overa Maid Runn, Widen N.H., Wicke

Swatt sections 4 Ward 3 Grimble 6. Overs Maid Runs Wides N. B. Wickets

Strong 10 7, 07 Leo 8 ... 97

CANTON INSURANCE OFFICE. LIMIT POD

On Saturday, at the offices of the General Agents (Messrs, Jardine, Matheson & Co.), the 18th Ordinary General, Meeting of shareholders in the above company was held. The Hon. J. J. Keswick occupied the chair, and there were present, Messrs. H. L. Dalrymple, D. Gillies and F. Maitland (consulting committee), J. H. Cox, J. C. Peter, G. D. R. C. Wilcox, W. A. Cruickshank, E. C. Emmett, J. M. G. Percira, B. Byramjee, R. M. Mehta, and G. T. Veitch (sec.)

After the secretary had read the notice convening the meeting. The Chairman said-Gentlemen, with your

permission we will take the report and statement of accounts, (which have been in your hands since the 3rd inst.) as read. At the last annual meeting my predecessor in the chair' had occasion to regret the unprofitable outturn of the year's working, which necessitated the withdrawal of \$150,000 from the reserve fund, and although the accounts now before you show a considerable improvement, yet the profit is such that after providing for the proposed dividend of Sii per share, the balance remaining is insufficient to enable us to make a return to our constituents in the shape of a bonus, and we have deemed it better to carry it forward to strengthen the present year's account. For the 15 years previous to 1897 we returned bonuses averaging over 18 per cent. Since then, in addition to abnormal losses, rates have been on the downward grade and we have found it quite an impossibility to make any return, which of course is a matter of much tegret to us. The fact is, that at the present time rates of premium are too low, and until a very radical improvement in rates sets in, of which unfortunately I see no present prospect, the outlook for the future of marine underwriting is not what could be desired. As regards the present year's working, it is certainly to date in a better position than 1898 at a similar period, but it is impossible for me to forecast the probable result; all I can hope for is that we may not meet with such a series of heavy losses as was the case during the closing months of 1897 and 1898. You will have noticed from the accounts that our investments have undergone a considerable change. We sold our holding of Indian Government-stook at a profit and invested the proceeds, together with mortgage funds repaid, in the purchase of United States bonds of the 4 per cent. loan repayable in 1925, which I trust you will approve of, as a better security it would be impossible to find. These bonds are deposited with the United States Government and form a permanent gold investment returning us rather better rate of interest than the Indian loans. As regards our mortgages, our surveyors have made their annual report and are quite satisfied that in each case there is ample margin for the advances made. Before moving the adoption of the report and accounts, I shall be pleased to answer any questions addressed to the chair.

the adoption of the report, which was seconded. by Mr. Thurburn and carried.

Mr. Cox proposed and Mr. Peter seconded the confirmation of the appointment of Messrs. F. Maitland and E. Shellim to the Consulting Committee, and the re-appointment of Messrs. Dalrymple, Gillies, and Chater to the Com-The Chairman-1 may mention before put-

ting the resolution to you that Mr. Shellim has left the firm of David Sassoon Sons and Co. and joined the firm of S. J. David and Co., but this motion refers, of course, to his appointment up to the period.

The re-election of Messrs. F. Henderson and W. H. Potts as auditors was proposed by Mr. Byramice, seconded by Mr. Ho Tung, and

The Chairman thanked the shareholders for their presence and said that Dividend warrants would be ready to-day...

FOURTH GYMKHANA MEETING

A very good number turned up at the Happy Valley on Saturday to witness the events of the fourth Gymkhann. Some proved very amusing; but the handicapping for the last event seemed. to be at fault, as some of the ponies that had to give starts were no better than those which received them, the race in consequence proving an easy thing for the winner, which received a considerable handicap.

The following were the officials, etc.; Committee :- Mr. 1. S. Bruce, The Hon, C. P. Chater, C.M.G., Mr. R. M. Gray, Mr. V. A. Cosar Hawkins, Mr. T. F. Hough, The Hon. J. J. Keswick, The Hon. F. H. May, C.M.G., Mr. J. McKie, Mr. G. C. Moxon, Mr. G. H. Potts, Mr. J. A. Higgon, R.W.F., Mr. O. F. Rundall, R.E., Lieut-Colonel The O'Gorman, D.A.A.G., Capt. W. L. Warren, R.A., Commander Plenderleath, R.N., and The Hon. T.

Judges:-The Hon. J. J. Keswick and Mr. . A. Cæsar Hawkins. Handicappers .- The Hon. C. P. Chater,

C.M.G., and Mr. J. McKie. Starter .- Mr. T. F. Hough. Timekeeper :- Mr. G.-H. Potts: Clerk of the Scales :- Mr. J. McKie. Flon. Treasurer :- Mr. J. S. Bruce,

Hon. Secretary :- Mr. G. C. Moxon ONCE ROUND HANDICAP; for all China ponies : entrance fee, \$2, 1st prize, Cup presented by Sir Thomas Jackson; 2nd prize, \$25 from Gymkhana Fund Mr. R. M. Gray's Tube Rose, 12st,....

(Mr. Gresson) Mr. W.A. Cruickshank's Alphabet, tost, 121b. (Mr. Cruikshank) 2 Mr. R. B. Johnson's The Wizard, 11st. 9lbs. (Mr. Johnson) Hon. J. J. Keswick's Pilgrim, 11st. 4lbs.... Mr. R. M. Gray's Burnside II., sost, 9lb (Mr. Walwyn) o

This was really an easy race for Tube Rose, which took the lead and led the whole way without being hard pressed BENDING RACE .- For bond fide polo ponies, to be passed as such by the Polo Club Committee. Catch Weights. Entrance fee, Si. First and Second prizes from Gymkhana

Mr. W. Loring's Buccaneer Capt. Simond's Tantivy Capt, Georgan's Tarbacker Capt. Warren's Snuffbox A few leature of the Gyinkhank meetings. Rows of bamboos web fixed in the ground and the libraes had to be ridden in and out it proved severy good events prestymo look at but the riders found at a somewhat arduous

LADIES NOMINATION - Stick and Doll Race: in Gentlemen to fide about 200 yards, dismount, pick up bundle of 12 sticks provided return and hand the sticks to his nominator who will throw them at the tholls set up. The first lady to knock over two dolls to win-Should the lady full to knock over two dolls.

Mrs. Morris and Mr. Anderson 2 Mrs. Gray and Mr. R. H. Potts 3

fun and amusement, especially the futile attempts of some of the ladies in trying to up-Jackson and Mr. Gresson were the successful

Hongkong races, and off day; and l'enalties, those assembled in song, chorus and jokes. 1 win, 7lbs; 2 wins, 10lbs; 3 wins, 14lbs.; entrance fee, \$2. 1st prize, a Cup from Gym- | ed a very good programme. khana Fund. 2nd prize, \$25 from Gymkhana | Fund.

Mr. F. J. Walwyn's Landsknecht, 11st. 5lb... Mr. F. J. Walwyn's Queensberry, 11st, 51b... Hon, T. H. Whitehead's Traveller, 11st 12lbs (Mr. Dobell) 3

Mr. E. T. Shewell's Buckingham, 11st. olb... (Mr. Shewell) o Mr. G. H. Potts' Impression, Mr. Gresson o Mr. G. H. Potts' Minstrel, Mr. Cox o

Mr. Walwyn's Landsknecht, Mr. Johnson up, had no difficulty in winning. Impression might have pressed but the animal failed to jump one of the hurdles during the second in spending a pleasant hour or two. round, and consequently lost ground.

BEAUTY AND THE BEAST RACE .-- For China Ponies.-For Ladies and Gentlemen to be entered in pairs. To start from 1 mile post together. Pairs must pass winning post together to qualify for a win. In the event of more than six couples entering, a third prize will be given. prize will be awarded to best descriptive name for this race to be sent in with entries. First and second prizes from Gymkhana Fund,

Mrs. Griffin and Mr. R. B. Johnson..... Miss B. Jackson and Mr. W. J. Gresson 2 Miss fackson and Mr. F. J. Walwyn, Mrs. Morris and Mr. R. D. Anderson o

The struggle with the pairs to be winners was amusing. The ladies, however, rode extremely well, the prize going to Mrs. Griffin and Mr. Johnson.

THREE FURLONG RACE; for all China ponies; catch weights over 11 stone; entrance fee, \$1; 1st and 2nd prizes from Gymkhana Fund. Mr. W. A. Cruickshank's Alphabet

(Mr. Cruickshank) Mr. R. D. Anderson's Sea Fog (Mr. Anderson) Mr. G. H. Potts' Cairngorm.....(Mr. Cox) 3 Captain Geoghegans' Sayan

(Capt. Geoghegan) o Captain Warren's Snuffbox ... Capt. Warren) o Captain Bancroft's Grasshoper (Mr. Johnson) o

Mr. F. J. Walwyn's Queensberry (Mr. Walwyn) o Major C. M. Dobell's Casual...(Major Dobell) o Owing to a false start, which Mr. Johnson was not aware of, Grasshopper, which was

thought to be the winner for this event, failed to get anywhere near the winners, and Alphabet managed to pull the race off. DISTANCE HANDICAP.-Once round for all equine and asinine animals. Untch weights. No whips or spurs allowed. Entrance fee,

\$2. 1st and 2nd prizes from Gymkhana Fund. Mr. G. H. Potts' Impression, China Pony Mr. W. Loring's Olo Pony, China Pony 13st. 350 yards. 2 H. Potts' Minstrel, China Pony.

13st olb. 250 yards. 3 Mr. H. Burton's Sydney, Waler, 10st, 12lb. Scratch Captain Bancroft's Melba, Waler, 11st. olbs. Mr. J. A. Higgon's St. David, Waler, 14st.

olb. 60 yards. Mr. R. M. Gray's Tube Rose, China Pony, 11st, 7lb. 150 yards. Captain Warren's Snuff-box, China Pony,

11st, olb., 220 vards....... Captain Warren's Offside, China Pony, 11st. olb. 270 yards...... Mr. R. D. Anderson's Sea Fog, China Pony,

1 1st/ olb. 270 yards. 0 Capt. Geoghegan's Tarbacker, China Pony, 10st. 7lbs. 300 yards Mr. R. B. Johnson's Algy, Timor Pony, tost.

10lbs: 370 yards...... 0 Mr. P. A. Cox's Goliath, g. Hand Pony, 425 yards

Major, C. M. Dobell's Koko, g. Hand Pony, 11st. 435 yards o. Mr. F. J. Walwyn's Tatche, Donkey, 11st.

· 700 yards Mr. R. D. Anderson's Two of a Kind, Donkey, 11st. 700 yards o

Impression, which had a good start, won easily. Two-of-a-kind, Mr. Anderson's mount (a donkey) was a source of amusement, as was also Tatcho, Mr. Walwyn's mount.

FOOTBALL

To-morrow afternoon, on the Happy Valley, the Hongkong Club will hold a practice under Rugby rules; kick-off at a quarter to five sharp, Two teams have been got up-White versus colour.

White: -- Messrs. Wilkinson, R.A., Tuck, R.N., Gibbs, Green, Greene, R.A., William-Tullock, R.A., Castle, R.A. (captain), Izat, R.A., Lewis, R.A., Sanders, O.D. Thomson; W. M. Humphreys, Benn, R.N. and A. N. Other.

Colours :-- Messrs. Thompson, R.A., Hall, Hancock, Bell, Lawford, Stevens, R.A., Cox, Loring, R.A., McMurtie, Mulliken, R.A., Stockwell, R.W.F., Kennett, Brooke, R.N. B. W. Morrell (captain), and A. N. Other.

There will be no six-aside match to-morrow in consequence of this Rugby practice.

HONGKONG RIFLE ASSOCIATION.

The October Competition for the Pearson Cupand Spoons was held on Saturday afternoon, 21 Members taking part. Mr. A. H. Skelten registered his first win for the Cup with a score of 96. Ar. Segt. Blair's score of 98 was the best, but, as will be seen, he is penalized 5 points, having already two wins to his credit. SCORES.

boo. soc. foo. Total. Owing. Total.

Mr. Marshall 30 34 33 07 3 04

Ar. Sut. Blair 33 36 31 08 5 93

Mr. Stackwood 39 30 31 03 03

Mr. Toker 31 90 26 87 87

Mr. Corp. Jones, R. W. F. 37 34 28 86 84

Corp. Hills, R. H. 32 28 27 89 84

Corp. Jenner, R. E. 29 27 27 83 83

Wigners of Spousis. THE PLAGUE. soo. Suc. Suc. Il cap, Total, Ar. Sgt. Elair.

Mr. Marshall

Mr. Skelton

Mr. Stackwood

Mt. Grey

Mt. Gre do. during past 48 hours... o Do.

ENGINEERS' INSTITUTE.

A capital smoking concert was got up by Mr. A Ritchie and given on Saturday at the above Institute. That it was well attended may be gathered from the fact that very few persons more could have found sitting room. Mr. D. Gillies occupied the chair, and Mr. Ward presided at the piano. The programmie This was a capital event, causing heaps of opened with an overture by Mr. Ward, and was followed with a song by Mr. Tuckwell, who substitude Mr. Terrill. A bass song, by set the equilibrium of the dolls. Miss B. Mr. Smart, was the third number, and was followed by Mr. T. Longworth in song, who, for an encore, impersonated people of various STERPLECHASE; for China ponies over the nationalities in the well-worn recitation, "Into usual course; catch weights over tist. 5lbs; the valley of death rode the six hundred." allowance, 5lbs. for all unplaced ponies, (i.e., Then followed another recitation, a song, 1st or 2nd), in steeplechases and hurdle races and a violin solo, when the "Kowloon during this season's Gymkhanas and at last | Uitlanders " put in an appearance, and amused

couple more songs, and a banjo duct conclud-Mr. Kinghorn then rose and proposed a vote of thanks to the Chairman. He said in effect : -" It is the first time Mr. Gillies has been (Mr. Johnson) 1 amongst us, but we hope it will not be the last. We are always glad to see influential members (Mr. Walwyn) 2 of the community take an interest in the doings

of our institute.' The motion was seconded, and the audience showed their appreciation of the Chairman's presence by according him a rousing clap of

In reply, Mr. Gillies thanked those present for their plaudits, and said he hoped it would not be the last time he would be found at the insitute to assist the members and invited guests

WATER RETURN

Level and storage of water in Reservoir on the 1st October.

(1 ft. 6 in. below (2 ft. 6 in. above A overflow (3 ft. 3 in below (o ft. 6 in, above Pokfulam.. ¿ overtion: coverflow Wong Nei) (oft. 2 in. above Foverflow Cheong. 5 STORAGE GALLONS. Tytam....372,200,000. 407,000,000 Pokfulam., 58,960,000

30,000,000 imation only)..... - Total...431,160,000 504,080,000 Consumption of Water in the City of Victori and Hill District during the month of Sept.

Wong Nei Cheong (approx.)

67,080,000

Consumption 105,911,000 114,346,000 gallons Estimated 196,500 202,500 population Consumption [per head >

per day Consumption of Water in Kowloon Peninsula during the month of September. Consumption? Approxima-7,547,000 - 9,135,600 - gallons tion only ...

Estimated. 26,100 27,300 population Consumption head per day The Government analyst reports that the

water is of excellent quality. R. D. Ormsby, Water Authority

BERLIN MISSIONARY SOCIETY IN CHINA.

We have received the report of the mission Schools connected with the Berlin Missionary Kollecker in account with the subscribers :-

1808 To Account of subscription from the Chinese Officials. <u>,,,,,,\$_</u>,440,00 .. A/c. of subscription in H'kong 945.00 Canton = 207.00 115.00 Swatow Amoy Balance

1898 By Balance of last year's account \$ 816,29 Boarding School in Canton ... 429,90 " Salary to Chinese Teachers and Cook 240.00 " School materials, books, medicine & printing the report 133.12 " Repair and Furniture 62.70 , Travelling expenses..... " Middle school in Fayen (since Boarding school in Syu yin ... " Tschu Tong Au 639.81 n Three vernaeular schools, in Fa yen 100.50 .. Seven vernacular schools in four vernacular schools in

Fu myi 201.12 "Loss of light Dollars \$3,595.63 1899 By Balance 1,805.63

Seven vernacular schools in

Tschu Tong Au 201,12

TUNG WA HOSPITAL.

The Directors of the Tung Wa Hospital beg to acknowledge with thanks the following donations to the Fund for the extension of the Hospital, &c.:-Already subscribed \$41,035

Mr. A. H. Rennie Yokohama Specie Bank Messrs. Carlowitz & Co. Messrs. S. J. David & Co. Messrs. Benjamin. Kelly & Potts... Messrs. Sander, Wieler & Co. Messrs. Deacon & Hastings Messrs. Wilkinson & Grist 200
Mr. C. Ewens 200
Messrs. Dennys & Bowley 200 Messrs. Leigh & Orange Mr. A. P. Marty 200
Pawnbrokers' Guild 1,000 Mr. Lam Tak-yuen Shiu Cheong Bank 100 Fuk Lee Ko Lung Tai Wo Lun 100

Nam Cheong Total\$45,885

Do. do. during past 48 hours... Total...1,472

MITARY PROPERTIES

The above bill has at last appeared in the Gazette, and the following is a synopsis of the

Section I provides for the short title and that the Ordinance shall apply to the whole colony except the Hill District and the New Terri-

2.—Interpretation. 3.-No room fitted with bunks or beds shall be so fitted as thereby to provide sleeping accommodation for a greater number of persons than are by law permitted to occupy the room.

4. - The following requirements shall be ob-

served with regard to cubicles and partitions:-(a.) In domestic buildings fronting streets of width of less than 15 feet, no cubicles or partitions shall be crected, or if already existing shall be allowed to remain, except on the top |

(b.) In domestic buildings fronting streets of a width of 15 feet or over no cubicles or partitions other than "ping fung" (i'e shop divisions) shall be erected or if already existing shall be allowed to remain, on the ground floor, and in the case of every such "ping fung" there must be a space between the top thereof and the ceiling or under side of the joists of the room of not less than four feet which may be closed in only by wire netting, lattice work or carved woodwork, arranged in such a way as to leave at least two-thirds open and as far as practicable evenly distributed.

(c.) No cubicles or partitions shall be erected or if already existing shall be allowed to remain, in any kitchen.

(d.) Where one cubicle only is hereafter erected or already exists in any room of a domestic building, no portion of the structure of such cubicle shall exceed eight feet in or exist, no portion of the structure of either of such cubicles shall exceed seven feet in or under side of the joists of the room of not dess than four feet, which may be closed only work, arranged in such a way as to leave at | evenly distributed.

already existing shall be allowed to remain, channeling, draining and providing of such unless such room is provided with a window apparatus in proportion to the width of their or windows opening directly into the external respective land at the place where it abuts on air and having a total area clear of the window | such street, and the Government may recover

frames of at least one-tenth of floor area. cubicle or which provides a cover or roof to (c). No partition shall be erected, or if already

existing shall be allowed to remain, nearer than four feet to any window the area of which is included in calculating the window area specified in sub-section (e.). (4.) No cubicle used for sleeping purposes

shall have a less floor area than sixty-four square feet, For the purposes of this section every subdivision of a domestic building, unless such

subdivision has a window or windows opening | day's delay over that term. For alterations to directly into the external air and having a total area clear of the window frames equal to onetenth of the floor area of such sub-division shall aflowed, with a fine of \$5 for each additional be deemed to be a cubicle. Society in China for the years 1898-99. The already existing to allow to remain, in any room

following is the balance sheet by the R. A. of any domestic building, any mezzanine floor or cocklost whatsoever, except under such re- removal of illegal structures. No compensagulations as may be made by the Sanitary | tion to be paid. Board with the consent of the Governor-in-Council and published in 'the Government' Gazette, and the Sanitary Board with the consent of the Governor-in-Council shall have full power to vary, alter and repeal any such regu-

(b.) Every intermediate floor, platform, or offence. landing of a greater length than six feet and of a greater breadth than two feet, which has not a clear space of at least nine feet, measured vertically, both above and below it, and which is not separately provided with a window or windows opening directly into the external air and having a total area clear of the window frames of at least one-tenth of the floor area shall be deemed to be a mezzanine floor or cock-

6.—No building creeted on land acquired from the Crown after the passing of this Ordinance shall exceed in height one and a half building fronts,

The width of any street shall be measured from the building lines as defined by the Director of Public Works, on either side of the street | certain extent, upon the Report, dated the 9th and at right angles to such line or lines. No building shall exceed seventy six feet in Commission which was appointed by the late"

height without the permission of the Sanitary Board : Provided that in any special case in some respects this Bill effects a compromise which in the opinion of such Board, a departure | between the views of the different Commisfrom this rule will not be detrimental to the | sioners, in other respects it goes, beyond their public health, the Board may in writing recommendations. authorize such departure.

termind by measuring on the line of the main in houses fronting streets of a width of less walls (both back and front) from the level of than 15 feet except on the top floor, it will be the street on which the principal front of such building abuts the full vertical height allowed by the preceeding rules and by drawing from the points thus ascertained lines at an angle of thirty-two degrees with the horizontal, and part of | mended that in such houses no cubicles should the building (except any chimney or party-wall) be allowed on any floor.

falling outside such lines shall be decined illegal. In the event of the street on which the principal front of a building abuts not being level throughout the extent of such building, or in houses'fronting on lanes and streets of over 15 the event of a building having two or more principal fronts respectively abutting on streets which are dissimilar in width or level, the Sani-: | Sanitary Board, tary Board shall determine from what points. for the full vertical height, as specified in the | no arguments to recommend it.

foregoing clause, shall be measured. 7.-(a.) Every existing domestic building in place of sub-section (b.) of section 8 of must be provided with an open space in the Ordinance 15 of 1894, which latter sub-section rear, by opening out on each floor one-half of (repealed by this Ordinance) provided that the the entire space intervening between the prin- partition walls should not be of a greater height cipal room or rooms and the main wall at the than 8 feet and that a space of 4 feet should be back of such building as well as the corresponding portion of roof, unless such building is

different streets (other than corner houses) shall 1894. be regarded as two domestic buildings. (c.) The Governor-in-Council shall have clause is intended to provide for a free current

power, in the special cases, to modify the fore- of air circulating underneath the bottom of the 1885-Piracy on board the steamer Greyhound going requirements where such modification | boards forming the cubicle, and the latter part

eyer be placed or crected in these open spaces, height than the maximum height allowed for with the exception of a bridge or covered way | the cubicle itself and that no cover or roof shall on each storey not exceeding three feet six be allowed to a cubicle. inches in width when such bridges are neces- Such provision for securing the free circulasary as a means of access to any part of the | tion of air are obviously desirable. domestic building.

crected in this Colony, (except in cases pro- mon practice to so arrange the cubicles in Chi-

vided for by section 66 of the Public Health | nese dwellings that one cubiclo is built up

with the following scale :not less than Houses not exceeding 40 feet in &

depth, for each foot of width. 8 square feet Houses exceeding 40 feet but not exceeding so feet in depth, for each foot of width 10 square feet.

Houses exceeding 50 feet but not exceeding 60 feet in depth, Houses exceeding 60 feet in

depth, for each foot of width. & square feet. In no case may any obstructions whatever be placed or erected in these open spaces, with the exception of a bridge or covered way on each storey not exceeding three feet six inches in width when such bridges are necessary as a means of access to any part of the domestic

Provided always that when the owners of a block of buildings agree to make and do make a lane opening at either end upon a public street, and free from obstruction throughout both vertically, the foregoing requirements shall be modified as follows :--Houses not exceeding 40 feet in

depth ra lane not less than 6 feet wide. House exceeding 40 feet but not

exceeding 50 feet in depth; a lane not less than 8 feet wide, Houses exceeding 50 feet but not exceeding 60 feet in depth : a

lane not less than 11 feet wide. Houses exceeding 60 feet in depth; a lane not less than 13 feet wide.

In computing the depth of a domestic height; where two cubicles only are so erected | building for the purposes of this section the depth of the kitchen shall be included in the computation of such depth in every case except height; where more than two cubicles are so when such kitchen is separated from the prinerected or exist, no portion of the structure of | cipal room or rooms of such building by an any such cubicles shall exceed six feet in open backyard of at least six feet in depth exheight. In all cases, however, there must be tending the cutire width of the back of such a space between the top of every portion of building and unobstructed except by a bridge the structure of such cubicles and the ceiling on each floor not more than three feet six inches wide.

9.- Every street on private land, in the rear by wire netting, lattice work or carved wood- of domestic buildings, shall be and shall be kept concreted, channelled, drained, and provided least two-thirds open, and as far as practicable with lighting apparatus by the Government, at the expense of the owners of the land abutting (c.) No cubicles whatever shall be erected on such street and the several owners of such in any room of a domestic building, or if land shall bear the cost of such concreting, ----such proportionate cost, together with interest (f.) No portion of, the structure of any cubi- | thereon at the rate of eight per cent, per annum cle except the necessary comer posts shall be from the date of demand for payment of such nearer than two inches to the floor of such. proportionate cost made by the Director of cubicle, and no structure shall be erected, or if | Public Works from any such owner, by a suit already existing shall be allowed to remain, in the name of the Director of Public Works within any cubicle, which is of a greater height | in the Summary Jurisdiction of the Supreme than the maximum height allowed by this Court. The cost of the illumination of the section for any portion of the structure of such | such street shall, however, be borne by the Government.

All household refuse shall be regularly removed by the Government from every such

10 .- Every street on private land, upon which domestic buildings front shall, if it does not fall within the provisions of the inimediately preceding section of this Ordinance, be and be kept surfaced, channelled, drained, etc., as in section o.

11.-Allows six months for alterations under section 7 and imposes a fine of \$10 for each or removal of cubicles or partitions required by the Ordinance a period of three months is day's delay. If alterations or removals are not 5.-(a.) It shall not be lawful to erect, or if effected in the specified times the premises

13.—Every Contravention of the Ordinance to be deemed an offence. Secretary or Manager of a Company to be liable.

14 -Offences in respect of which no penalty is otherwise provided to be punishable by a lations, and to substitute new regulations fine of \$50 or one month's imprisonment, with a further fine of \$5 a day for a continuing

15 .-- Repeals section 7 and sub-section b of section 8 of the Closed Houses and Insanitary Dwellings Ordinance. OBJECTS AND REASONS.

The object of this Bill is to improve the sanitation of houses in this Colony by making minimum open spaces of certain dimensions compulsory at the rear of every building in the Colony, no matter at what date such building was erected.

Hitherto the difficulty in the way of the Health Authorities has been that the beneficial sanitary provisions of recent Health Ordinances times' the width of the street upon which such | have had no retrospective effect, but have only applied to buildings erected since the passing of such Ordinances.

The provisions of this Bill are based to a March, 1898, of the Insanitary Properties Governor, Sir William Robinson, but whilst in

With reference to sub-section (a.) of clause 4 The height of any building shall be de- of this Bill, which forbids cubicles or partitions noted that two out of the five Commissioners were of opinion that in such houses no cubicles should be allowed on the ground floors, while the remaining three Commissioners recom-

> With reference to sub-section (b.) of clause of this Bill, it will be observed that two out of the five Commissioners were of opinion that in feet in width no cubicles should be allowed on the ground floor without the permission of the

> Sub-section (c.) of clause 4 of the Bill needs Sub-section (d.) of clause 4 of the Bill stands left between the top of the partitions and the

ceiling or underside of the joists, already provided with an open and unobstructed backyard of at least fifty square feet in area.

Sub-section (e.) of clause 4 of the Bill lays down similar requirements with regard to win-(h.) For the purpose of this section any domestic buildings having two main frontages in section (n.) of section 8 of Ordinance 15 of section (a.) of section 8 of Ordinance 15 of 1854—Siege of Sebastopol commenced.

.The first part of sub-section. (/.) of the same of the sub-section provides that no structure

Sub-section (g.) of clause 4 has been render-

Ordinance, 1897, or coming within the terms of against a window and thus appropriates almost Articles of Agreement under the Praya Re- the whole of the air coming in through that clamation ()rdinance, 1899) shall be provided | window to the detriment of the ventilation of with an open space in the rear in accordance | the other cubicles on the same floor. It will be noted that two out of the five Commissioners recommended that no cubicles erected or to be re-crected in future should be placed nearer than six feet to any window the area of which is included in calculating the required window area of one-tenth of the floor area.

Sub-section (h.) of clause 4 imposes a minimum limit on the floor area of cubicles, Clause 5 of the Bill dealing with mezzanine floors and cocklosts appears to require no epecial comment. It takes the place of section 7 of Ordinance 15 of 1894 which is repealed by

Clause 6 of the Bill embodies the recommendations of the Sanitary Board with respect to the height of buildings erected on land acquired from the Crown after the passing of this Bill, and is more stringent in this respect than the provisions of section 12 of Ordinance 15 of

1894 as amended by Ordinance 12 of 1897. Clause 7 contains the recommendations of the Sanitary Board with regard to the minimum | the 14th inst. area of backyard in existing buildings. It goes a little further than the report of the Insanitary Properties Commission in that it aims at securing a minimum open space in the rear of fifty feet instead of forty feet.

. Sub-section (c.) allows for the Governor-in-Council making exceptions in certain special cases and is rendered necessary owing to the peculiar construction of certain back-to-back houses the floors of which overlap one another and render the provision of an open space

in the rear practically impossible. Clause 8 contains the recommendations of the same Board with respect to open space, of the alternative lanes, at the rear of buildings crected after the passing of this Bill. ... Clauses 9 and 10 of the Bill do not appear to

require any special comment. Clause it of the Bill lays down a definite time within which the alterations required by this Bill must be made.

"Clause" 12 confers power upon a Magistrate to order the removal of an illegal structure. Clause 13 lays down what are to be deemed to be offences under the Bill, and clause, 14 provides penalties for offences in respect of which no penalty is otherwise provided for by

Clause 15 and the schedule deal with repeals HENRY E. POLLOCK. Acting Attorney General.

THE "PREUSSEN."

NARROW ESCAPE FROM COLLISION. Condensed from a longer letter, written by a customary contributor of the Straits Times, we publish the following :--

The evening after leaving Singapore the North German Lloyd steamer Preussen narrowly escaped collision with another large steamer. just after dinner the syren was heard to be blowing continuously, the whistle being answered by a steamer close at hand. There was a wind and rain storm blowing at the time, On reaching the deck, the passengers found the crew drawn up on deck-ready-for emergency-and quite close at hand was a large steamer across the Preussen's hows. . Capt. Heintze promptly gave orders for the course to be altered to avoid cutting into the stranger, when the steering gear broke and the Preussen was helpless. Capt. Heintze immediately put his engine astern and a collision which might have had terrible consequences was averted. There was no panic among the passengers. Our correspondent does not say whether the Preussen repaired her (steam) steering gear or whether she went on with her hand gear.

SHIPPING REPORTS.

Captain Braun, of the steamship Sibiria, from 12.-- Cives power to a Magistrate to order. Singapore, reports :-- Fair weather, moderate

> Captain Buller, of the steamship Chunsang, from Java, reports :- Light to moderate breeze, fine and clear weather.

> Captain Fujishi, of the steamship Kachidatemaru, from Moji, reports :- Light air and fine weather, with smooth sea.

> Captain W. J. Hannah, of the steamship Machaon, from Liverpool, reports :- Left Singapore at 9 a.m. on the 11th inst., moderate and fine weather throughout.

NOTANDA.

CALENDAR. OCTOBER.

Meteorological means based on fifteen years' observations to 1808. Barometer29.982 Thermometer75.2

Humidity......71 Rainfall ······5:794 TO-DAY. WEATHER REPORT. On date at. On date at Barometer......30.09 ... 30.02 Temperature 78 Humidity 74

Rainfall Monday, 16th October, 1899. Chinese-13th of oth moon of 25th year of Kwang-sii. Sun-Rises 5hr. 58min. Sets 5ftr. 34min. Moon-In Equator 5hr. p.m.

High water-Morning Chr. 20min. Afternoon 7hr. 12min. Low water-Morning hr. 14min. Afternoon hr. 55min. ANNIVERSARIES. 1834-Houses of Parliament burnt. 1866 - Khanghoa, Korea, taken by the French.

1883-Surrender of Cetewayo.

1893-Earthquake at Amoy. 1898-Major Bower applied for to form a battalion of Chinese for Wei-hai-wei. TO-MORROW, Tuesday, 17th October, 1899.

Chinese-13th of oth moon of 25th year of Kwang-sii. Sun-Rises 5hr. 59ntier-Sets 5hr. 34min. High water-Morning 7hr. 23min. Afternoon 7hr. 40min. Low water-Morning thr. 8min. Afternoon Thr. 30min. ANNIVERSARIES.

1842-St. John's Cathedral, Hongkong, dedi-1853-Duchess of Edinburg born. 1862-Outbreak of Cholera in Victoria Gaol.

1880-Glenfruin and Camorta collision in Hongkong Harbour. Syder killed.

on the Pratas Shoal. Embassy, London. British barque West York towed into Hongkong dis-

--- lion of Japanese yen,

SHIPPING AND MAIL NEWS.

MAILS DUR. Australian (Changsha) fo-morrow. German (Bayern) to-morrow. Indian (Suisang) 19th inst. Australian (Guthrie) 24th inst. French (Annam) 24th inst. American (Coptic) 26th inst. Canadian (Empress of India) 9th prox. American (America Maru) 11th prox.

The P. & O. S. N. Co.'s steamer Malacca left Singapore for this port on the 14th inst. at

The P. & O. S. N. Co. steamer Pekin left ingapore for this port on the 15th inst. at.

The T. K. K. steamer America Maru with mails &c. left San Francisco for this port on

The M. M. Co.'s steamer Annam, with the

next French mail, will leave Singapore to-day (Monday) at 5 p.m. via Saigon for this port. The steamer Tamba Alaru (Europe Line) left Kobe via Moji for this port 14th inst. and

is expected to arrive here on the 19th October. The Imperial German mail steamer Bayern carrying the German mails with dates from Berlin of the 18th ult, left Singapore on the 12th inst. at 10 a.m. and may be expected here.

on or about Tuesday the 17th inst. HONGKONG AND WHAMPOA DOCK RETURNS: Isla de Cuba..... at Kowloon Isla de Luson Simla..... Liberal Breconshire May Flint : Dr. Hans Jurg Kier. Athenian D. Juan d'Austria ... , Cosmopolitan

Arrivals.

WM. H. CONNER, American ship, 1,424, J. T. Erskine, 14th Oct.,-New York 7th May, and Rio Janeiro 11th July, Kerosine.-Standard (Di) Co. PHRA CHULA CHOM KLAO, British steamer,

1,012, E. E. McLellan, 14th Oct.,-Koh-sichang 7th Oct., Rice and Timber.-Yuen HAILAN, French steamer, 377, W. Bast, 14th Oct.,-Pakhoi 11th October, General.-

A. R. Marty. TERRIER, Norwegian steamer, 1,008, G. Kampford, 14th Oct., -Singapore 5th October, Timber.—Order. SHIRAMURI, Japanese torpedo-boat, 278, Com.

S. Kosoma, 14th Oct.;--- Landon 21st June, and Singapore 4th Oct. THALES, British steamer, 820, Crowe, 15th Oct., -Taiwanfoo 12th Oct., Amoy 13th, and Swatow 14th, General .- Douglas, Lapraik

SAVOIA, German steamer, 1,622, F. Fäger, 15th Oct.,-Foochow 12th Oct., General.-Carlowitz & Co. HONGKONG, French- steamer, 847, Bastian

15th Oct,-Haiphong and Hoihow 14th: Oct., General.-A. R. Marty. DEUTEROS, German steamer, 1,001, E. Petersen, 15th Oct.,-Saigon 11th Oct., Rice.-Siemssen & Co.

Wongkoi, British steamer, 1,115, B. B. Brooke Bigot, 15th Oct.,-Bangkok 1st October, Teak and Rice, &c .- Chinese; HOIHAO, French steamer, 509, J. C. Gerard, 15th Oct. -- Pakhoi and Hoihow 14th Oct. General.—A. R. Marty.

SimiRia, German steamer, 3,347, F. Brann, 15th Oct., -Singapore 9th Oct., General,-Siemssen & Co. PROGRESS, German steamer, 687, P. Brandt,

16th Oct.,-Touron 13th Oct., Coals and General.-Chinese. CHUNSANG, British steamer, 1,474, E. J. Buller, 16th Oct.,-Java 7th Oct., Sugar.-Jardine, Matheson & Co. KACHIDATE MARU, Japanese steamer, 2,143,

S. Fujuki, roth Oct.,-Moji tith Oct., Coals,-Mitsui Bussan Kaisha. WINGSANG, British steamer, 1,517, T. W. Sellar, 16th Oct.,-Swatow 15th October, General.-Jardine, Matheson & Co. MACHAON, British steamer, 4,276, W. T. Hannah, 16th Oct.,-Liverpool 9th Sept., and

Singapore 11th Oct., General.-Butterfield JASON, British steamer, 1,416, W. Lycett, 16th Oct,-Penang and Oct, and Holhow 15th, General.-Butterfield & Swire. KIUKIANG, British steamer, 1,240, C. F. Arn. old, 16th Oct.,-Canton 16th Oct., General

-Butterfield & Swire. Clearances at the Harbour Office. Anping, Chinese str., for Shanghai, Kongnam, British str., for Canton. Hongkong, French str., for Haiphong. Haltan, British str., for Swatow. Kinkiang, British str., for Shanghai. Hailan, French str., for Hoihow. Phranang, British str., for Hoihow.

Departures.

Oct. 14, Nanyang, German str., for Canton. .. Oct. 15, Chusan, British str., for Shanghai. Oct. 15, Rosella, British str., for Japan. Oct. 15, Haimun, British str., for Swatow. Oct. 15, Tailee, German str., for Mauritius. Oct. 15, Maidzuru Maru, Jap. str., for Swatow. Oct. 16, Keongwai, British str., for Bangkok. Oct. 16, Anping, Chinese str., for Shanghail

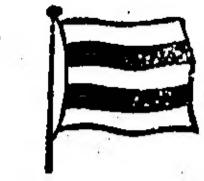
Passengers-Arrived. Per Hailan, from Pakhoi-20 Chinese.

Per Deuteros, from Saigon-83 Chinese. Per Wongkol, from Bangkok-Mr. C. Hirai and 5 Chinese. Per Progress, from Touron-2 Chinese. Per Sibiria, from Singapore—345 Chinsse. Per Kachidate Maru, from Moji—2 Japanese. Per Wingsang, from Swatow-Misses Hart-

well (2), and 150 Chinese. Per Juson, from Penang, &c - At Chinese. Per Machaon, from Singaprre-343 Chinese.

Per Coronandel, from Hongkong for London. -Rev. W. G. Browne, Mr. and Mrs. Moir, and Mr. T. Marsland. For Bombay-Messrs. J. J. Tavaria, D. B. Kavarona, and C. A. Camroodin. 70 miles from Hongkong; Captain For Marseilles Messic He Barreit and J. Orman. For Singapore-Messrs. C. F. Wil-(d.) In no case may any obstructions what shall be permitted in a cubical of a greater 1889—The German barque Oscar Mooyer lost liams, B. Trejen, S. Z. Akamatsu, M. Kelly, and C. J. Demée. From Yokohama for London-1893—Earthquake at Taipeh-su, Formosa. Messrs. H. R. Stockman, Arthur Jackson, 1896—Dr. Sun Vat Sen detained in the Chinese Miss Wilson, Mr. E. T. Thomas, Private E. J. Potter, Messrs. R. J. Gill, Po Jun, and Kuo Tung. For London via Marseilles-Mr. J. E.

L. Tatham. For Bombay-Major G. O. d.-(a.) Every domestic building hereaster ed necessary by the sact that it is not an uncom- 1898-Straits Legislature prohibit the importa- Coster For Singapore-Lieut. W. W. H.



TO AUTERATION.

SAILING DATES.

THURSDAY, 19th October,

THURSDAY, 26th October,

FRIDAY, 27th October,

FRIDAY, 3rd November,

A. S. MIHARA,

Manager.

at 4 P.M.

at Noon.

at 4 P.M.

at Noon.

PROJECTED SAI	LINGS FROM HONGRONG—SUBJECT
STEAMERS.	DESTINATIONS
*Kinshiu Maru W. Brady	U.S.A., VIA KOBE & YOKOHAMA
TAMBA MARU	WERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID
KASUGA MARU E. W. Haswell	NAGASAKI, KOBE and YOKO
HARUAI MARU W. Nishimura	(VLADIVOSTOCK, VIA SWATOW,) "" { AMOY, SHANGHAI, WEI-HAI-WEI, } "" { CHEFOO, CHEMULPO & NAGASAKI }
YAWATA MARU	MANILA, THURSDAY ISLAND,
J. T. Thompson	

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Local Branch Office at No. 7, Praya Central.

Hongkong, 12th October, 1899.

CLAYMORE."

WHISKY.

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Hongkong, 10th October, 1899. [1291a

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36, DIVISION STREET, KOHE.

Hongkong, 15th March, 1808. MITSUI BUSSAN KAISHA.

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Tokio Marine Insurance Co., Limited. Meiji Fire Insurance Co., Limited. Kanegafuchi Cotton Sphining Wills: NORTH GERMAN FIRE INSURANCE Shanghai Cotton Spinning Mills. Tokio Cotton Spinning Mills.
Milke Cotton Spinning Mills.

Imperial Government Paper Mills. Onoda Cement Company. MITSUI BUSSAN, KAISHA, K. HASEGAWA, Manager.

Hongkong, 19th August, 1809.

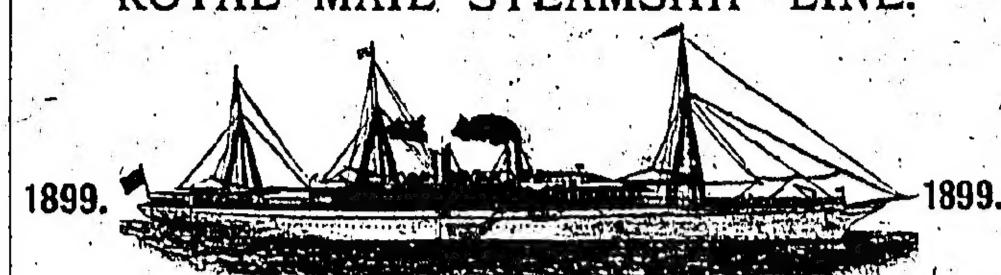
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PROPOSED SAILINGS FROM HONGKONG.

SATURDAY, 21st October, EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 25th Oct., 1899. EMPRESS OF INDIA... Comdr. O. P. Marshall, R.N.R... WEDNESDAY, 22nd Nov., 1899. SATURDAY, 21st October, EMPRESS OF JAPAN., Comdr. G. D. Bowles, R.N.R.... WEDNESDAY, 20th Dec., 1899.

> THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and, usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

> Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and

> Japan Governments. The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY

> through which the Railway passes. THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled. For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

Hongkong, 27th September, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA

OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

EUROPE have the choice of Overland Rail

Passengers holding orders for OVERLAND

CITIES in the United States have between

San Francisco and Chicago, the option of the

SOUTHERN PACIFIC, ČENTRAL PACIFIC.

Chicago to destination the choice of direct

Particulars of the various routes can be had

Special rates (first class only) are granted to

Diplomatic, and Civil Services, to European

Through Bills of Lading issued for trans-

portation to Yokohama and other Japan Ports,

to San Francisco, to Atlantic and Inland Cities

of the United States, via Overland Railway, to

Hayana, Trinidad, and Demerara, and to ports

in Mexico, Central and South America, by the

Freight will be received on board until

P.M. the day previous to sailing. Parcel

Packages will be received at Office until 5 P.M.

same day; all Parcel Packages should be

marked to address in full; value of same is

Consular invoices to accompany Cargo des-

tined to points beyond San Francisco in the

United States should be sent to the Company's

Office in Sealed Envelopes, addressed to the

For further information as to Passage and

Hongkong, 8th September, 1899, [1310]

SAILING VESSEL.

"ST. MARK,"

Dudley, Master, shortly expected from MANILA

will load here for the above Ports and will have

Hongkong, 20th September, 1899, [4198a]

ARNHOLD, KARBERG & CO.

Sole Agents for China,

LUTGENS, EINSTMANN & Co.

quick despatch.
For Freight, apply to

USED FOR OVER 20 YEARS.

With the Utmost-Success.

Hongkong, 1 1th September, 1896.

Rot and Dampness,

J. S. VAN BUREN, Agent.

Freight, apply to the Agency of the Company, Queen's Building.

Collector of Customs at San Francisco.

THE 3/3 A.I.I. American Ship

Company's and connecting Steamers.

to Government-officials and their families.

£4 in addition to the regular tariff rate.

Thursday, 19th Oct., A

at Noon.

Tuesday, 14th Nov.,

Saturday, 9th Dec.,

at. Noon.

NIPPON MARU (via

Shanghai, Nagasaki,

Yokohama & Hono-

AMERICA MARU (via

Kobe, Inland Sea,

HONGKONG MARU

(via Shanghai, Naga-

saki, Kobe, Inland

Sea, Yokohama and

on application.

Honolulu)

THE Steamship.

Yokohama & Hono-

Shanghai, Nagasaki, /

Pedder's Street. NORDDEUTSCHER LLOYD.

D. E. BROWN, General Agent,

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ. PORT SAID, NAPLES, GENÓA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT

BLACK SEA AND BALTIC PORTS:-LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEAMS, GALVESTON, AND SOUTH AMERICAN

PORTS. THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON

TO LAND PASSENGERS AND LUGGAGE. -N.B.—CARGO CAN BE TAKEN ON THROUGH

BILLS OF LADING FOR THE PRIN-CIPAL PLACES IN RUSSIA.

Proposed Sallings From Hongkong.

THE Steamship.	(SUBJECT TO ALTERATION.)		
"NIPPON MARU," "	Bayern	Wednesday	8th Nov.
will be despatched for SAN FRANCISCO, VIA	König Albert	Wednesday	13th Dec.
SHANGHAI, NAGASAKI, KOBE, INLAND	Prinz Heinrich	Wednesday	27th Dec.
SEA, YOKOHAMA and HONOLULU, bril	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	Wednesday	toth Jan.
THURSDAY, the 19th October, at Noon, taking Freight and Passengers for Japan, the	45 47 87 E 87 2 2 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Wednesday	24th Jan.
United States, and Europe.	Suchsen	Wednesday	7th Feb.
Steamers of this line pass through the IN-	Oldenburg	Wednesday	21st Feb.
LAND SEA OF JAPAN, and call at HONO.	Bayern	Wednesday	7th March.
LULU, and Passengers are allowed to break	Stuttgart	Wednesday	21st March.
their journey at any point en route. — Through Passage Tickets granted to England,	J. 10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		
France, and Germany by all trans-Atlantic		Wednesday	18th April.
lines of steamers, and to the principal cities of	Prinz Heinrich	Wednesday	and May.
the United States or Canada. Rates may be obtained on application.	Preussen		
Passengers holding through ORDERS TO	Hamburg	Wednesday	30th May.
TIIDADE have the shales of Averlend Daily			

N WEDNESDAY, the 8th day of Nov., routes from San Francisco including the 1899, at 9 A.M., the Company's Steam-SOUTHERN PACIFIC, CENTRAL PACIFIC, ship "BAYERN," Captain E. Prehn, with Union Pacific, Denver and Rio Grande, MAILS, PASSENGERS, SPECIE, and and NORTHERN PACIFIC RAILWAYS; also the CARGO, will leave this Port as above; calling CANADIAN PACIFIC RAILWAY on payment of at NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 6th November. Cargo and Specie will be received on board until 5 P.M. on TUESDAY, the 7th November, and Parcels will be received at the Agency's Office until Noon UNION PACIFIC, DENVER and RIO GRANDE, on TUESDAY, the 7th November. Contents of and other direct connecting Railways and from Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement:

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Missionaries, members of the Naval, Military, Linen can be washed on board. For further Particulars, apply to officials in the service of China and Japan, and

MELCHERS_&_Co.,_

Hongkong, 13th October, 1800.

To be Let.

FFICE ROOMS on 1st floor of No. 4. Queen's Road, Central, (lately the In-PERIAL BANK OF CHINA).

Compradure Office, E. C. HOCHAPFEL. -Hongkong, 23rd March, 1899.

TO LET. CEMI-DETACHED VILLA RESIDEN-

CES on Bowen Road (now in course of PROPERTY lately occupied by the Bowrington Saw Mills. GROUND FLOOR, 52, PERL STREET.

OFFICES :- ist floor, No. 10, PRAYA CENTRAL. (Lately occupied by Messrs. MELCHERS & Co.) "HARFORD." MAGAZINE GAP.

No. 4. RIPON TERRACE. FOR PHILADELPHIA AND NEW YORK. THE HONGKONG LAND INVEST MENT & AGENCY CO., LD. Hongkong, "28th August, 1899.

> OFFICES TO LET. NTO. 2A, ICE HOUSE STREET. Immediate Possession.

W. DANBY, ...

Civil Engineer & Architect. ARBOLINEUM-AVENARIUS Hongkong, 7th October, 1899.

NOTICE.

Thoroughly reliable preservative for Wood NIGHT SCHOOL for EUROPEANS, by an and Stone against White Ants, Decay, Fungus 1 Ex-Schoolmaster. Terms moderate, for Particulars apply

c/o This Office. [19] - Hongkong, 18th August, 1899.

Mails.

NORDDEUTSCHER LLOYD.

STEAMERS.

*HEIDELBERG... Schüder '....

ANDALUSIA

*SIBIRIA

BAMBERG

a Stewardess.

Schönfeldt

Hildebrandt



HAMBURG-AMERIKA LINIE

"(East Asiatic Service.)" (Taking Cargo at through rates to Antwerp, Amsterdam, Rotterdam, Lishon, Oporto, London, Liverpool, Glasgow, Trieste, Genoa, Ports in the Levante, Black SEA AND BALTIC PORTS: NORTH and SOUTH AMERICAN PORTS.

PROJECTED SAILINGS FROM HONGRONG

SUBJECT TO ALTERATION.
DESTINATIONS.
HAVRE and HAMBURG
(LONDON with transhipment in HAMBURO)
HAVRE and HAMBURG
(LONDON with transhipment in HAMBURG)
(London with transhipment in HAMBURG)
HAVRE and HAMBURG.
and the second s

MILINO DATES. About 5th . Freight and November. J. Passage. About 15th November. About 20th ? Freight and November. Passage. Mayer (LONDON with transhipment in HAMBURG) L. November.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and

CARLOWITZ & Co.,

For further particulars as to Freight, Passage, &c., apply to

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, HONOLULU and SAN FRANCISCO, The United States, Mexico, Central and SOUTH AMERICA, &c.

Zhyra	3,406	about	Oct.
Carmarthenshire.		about -	Nov.
Carlisle City	3,002	about	Dec.
THE Steamship)		

will be despatched for SAN DIEGO-VIA AMOY, SHANGHAI, NAGASAKI, KOBE YOKOHAMA and HONOLULU, on or about FRIDAY, the 20th October.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board antil 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Válue of same is required. 🖃

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should, be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For futher information as to Freight or Passage, apply to BUTTERFIELD & SWIRE,

Agents. Hongkong, China and Japan. Hongkong, 7th October, 1800

MAIL LINE. PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

Proposed Sallings from Hongkong.

*Onsang (via Naga-) Wednesday, 25th Oct., saki, Kobe & Yokoat Noon. hama) *Algon (via Moji, Kobe,) Tuesday, 21st Nov.,

Iulu)..... China (via Shanghai, Nagasaki, Kobe, In- (Saturday, 16th Dec., land Sea, Yokohama

and Honolulu) (* Taking Cargo only.)

THE Chartered Steamship

Yokohama & Hono-

"ONSANG,"

will be despatched for SAN FRANCISCO. via NAGASAKI, KOBE and YOKOHAMA on WEDNESDAY, the 25th instant, at Noon, Steamers of this line pass through the IN. LAND SEA OF JAPAN, and call at Honolulus and passengers are allowed to break their

journey at any point en route. Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACI-FIC. UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY: also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVER LAND CITIES in the United States have between SAN FRANCISCO and CHICAGO the option of the SOUTHERN PACIFIC CENTRAL PACIFIC, UNION PACIFIC DENVER and RIO GRANDE, and other direct connecting Railways, and from .Chicago: to destination the choice of direct lines.

Particulars of the various routes can be had on application.

ation to Yokohama and other Japan Ports, to Officiale in the service of China and Japan and San Franscisco, to Atlantic and Inland Cities to Government officials and their families, of the United States, via Overland Railways, to Passengers who have paid full fare resemble Havana, Trinidad, and Demerara, and to ports barking at San Francisco for China or Japan in Mexico, Central and South America, by the (or vice therea) within one year will be allowed. Company's and-connecting Steamers and

day; all Parcet Package, should be marked to address in full Land same will be received at address in full; value of same is required.

STEAMSHIP COMPANIES.

VIA SHANGHAL, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., ND TACOMA,

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO. City of Dublin | 3,328 | J. R. Rac. | Oct. 17. Breconshire ... | 3,567 | G. E. Elliott | Oct. 28. Queen Adelaide | 2,832 | F. McNair .. | Nov. 18.

Saint Irene | 3,877 | W. Attree ... | Dec. 9. FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGA-

TION COMPANY Abergeldle 3.777 J. Murray ... | Nov. 11. Monmouthshire | 2,874 | W.A. Evans | Dec. 23. Abergeldie | 3,777 | J. Murray ... | Jan. 27.

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47: Excellent accommodation. First-class Tubles. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK LAI. The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA (28. Rates or Passage to other Points on application, Special rates allowed to members of Government Services. Through Bills of Lading issued to Pacific.

11330 Coast Points, and to Canadian and United States Points. Consular Invoices of Goods for United States Points should be in quadruplicate; and one. the Freight Agent, Tacoma, Wash, or Port-land, Or. (whichever may be the destination of

Parcels must be sent to our Office (with address marked in full) by 5. P.M., on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED. 7-General Agents. Hongkong, 14th October, 1899.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO IAPAN THE UNITED STATES MEXICO. CENTRAL AND SOUTH AMERICA AND EUROPE;

THE OVERLAND RAILWAYS; ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INCAND SEA OF JAPAN AND HONOLULU. PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, In- Saturday, 4th Nov., land Sea, Yokohama at Noon. Gaelie (via Shunghai,

Nagasaki, Köbe, In- (Thursday, 30th Nov., land Sea, Yokohama (___ at Noon. and Honoluluk

Dorte (via Shanghai, Nagasaki, Kobe, In- (Saturday, 23rd Dec., land Sea. Yokohama (at Noon.

and Honolulu). HE Company's Steamship

will be despatched for SAN FRANCISCO, via SHANGHAI NAGASAKI KOBE IN-Land sea, yorohama & Honolulu. on SATURDAY, the ath November at Noon, Steamers of this line pass through the IN-LAND SEA OF JAPAN and call at Honolulu. and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans Atlantic Special rates (first class only) are granted to of the United States or Canada. Rates, and Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European tained upon application.

Officers in the service of China and Japan, and to Government officials and their families.

The United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries tiembers of the Naval Military. Through Bills of Lading issued for transport. Diplomatic, and Civil Services, to European a discount of to per cent. This allowance does Freight will be received on board until 4 P.M. not apply to through farer for China and Japan

will be received at the Office until 5 P.M. same All PARCEL PACKAGES should be marked to

tined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Scaled Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company.

Oueen's Building.

Hongkong 5th October 1800 - 11 - Hongkong 5th October 1800 - 11 -

(Freight Service.)

PHILIPPINE NEWS.

ADVANCE ON SAN FRANCISCO DE MALABON

(From Manila Papers.)

MANILA. October oth. Heavy fighting was-again going on in the vicinity of Imus and an advance was made on San Francisco de Malabon yesterday. Once before, this town was taken by the Americans, but the garrison was withdrawn, as it was not deemed worth holding. Now, however, it has become such a stronghold for the insurgents on the South lines, who have been creating so much trouble there for the last week, that San Francisco de Malabon must again fall and the rebels be driven forth

Early Sunday morning reinforcements were started for Imus. The 13th Infantry marched over from Pasay and the remainder af the 3rd Cavalry left for Bacoor.

The advance was commenced at daybreak with the artillery in the lead to clear the advance for the infantry. Heavy fighting was going on all-the forencon, and the battle-ship Oregon opened up near noon on Noveleta, and bombarded the town with her secondary batteries. The Petrel, Wheeling, and Callao also went close in and did active work at close range. Shell after shell was poured in and the town was soon in flames, marines were landed, and the insurgents fled in the direction of San Francisco de Malabon. This was the objective point for the land forces, as Cavite Vielo had been descrited by the rebels, and all are now assembled at San Francisco de Malabon to accounts give our loss as one killed and .7

The heavy rains in that vicinity for the last two days made marching and transportation exceedingly difficult, exhausting to the men, and detrimental to the precision of manoeuvers.

ATTACK ON ANGELES BRIDGE. Saturday night at 11 p.m. the insurgents commenced a hot peppering of our out-posts at | another general meeting of foreign residents Angeles, but no response whatever was made, and the fire of the thickly-scattered sharpshooters remained unnoticed.

This firing kept up until early morning when it abated and with daylight ceased. Nothing whatever was heard from the concealed insurgents, who no doubt were lying and watching the movements of our men closely, until to a.m. when some shots were fired by the enemy from the woods near by on workings were compelled to beat a hasty side of the river, which was answered with vim, were wounded and a number of the enemy wounded, but their loss' was not learned. Our men anally succeeded in effectually silencing bridge was resumed.

There are now close on 4,000. American troops at Angeles, consiting of the 12th, 22nd, 9th and part of the 25th and Gen. MacArthur's for trouble in that quarter, they stand a pretty good chance of getting fully satisfied.

There was also trouble at Maycauayan yesterday. Firing was kept up on the outposts all night, and early in the morning Major Ward of the First, Battalion left that place in command of companies G and I with one and a half day's rations.

Their destination was not given out but the little column marched out to the right of Maycausyan. Up to a late hour yesterday there was no news of an engagement with the enemy, who had not been located, and were probably busily engaged in making themselves

ATTACK ON CALOOCAN.

MANILA, October 10th. Soon after noon yesterday, at Block house. No. 5, near La Loma, where one battalion of the 35th Infautry is stationed, with a detachment of the 4th Artillery, under Capt. Bowley, the outposts observed the insurgents coming | ed to having their actions criticised, and, while through the brush in some numbers, apparently in the direction of our trenches. Observations were taken and it was a proved that they were advancing, and so the guns, were placed in the trenches where the men could run to them at a moment's notice, and all held in readiness for an attack. Soon the rebels left the woods and deployed into the open in one long skirmish line, from which the numbers could be judged | its attendant increase of sickness and difficulty as several hundred, and commenced an un- in combating the spread of the plague when mistakable advance on the American trenches. | some definite steps are eventually taken is now The troops were promptly ordered behind the | due to breastworks while the artillery manned the

The first shot was fired 12.45 p.m. and was the signal for both sides to turn loose. After a few volleys exchanged on both sides the Filipino bugles blew to the charge" and the reckless natives started to run full tilt into the laws of death. This was the time for the two guns of the 4th Artillery to open up and about 20. shells were dropped into the woods beyond at a range of 800 yards. It seemed to have thedesired effect for the advancing enemy wavered and then halted, while numbers were seen to leave the woods and gather up the dead. While the 4th Artillery was shelling the aim was exceedingly accurate and every shell could plainly be seen to burst in the midst of the insurgent ranks.

. After this vigorous repulse the enemy commenced moving northward and received a hot -peppering from our men all along the line as they moved, until they came up with other forces and combined for an attack on Caloocan. The woods near Caloocan run much closer to the town than elsewhere and the rebels were able to come within six or seven hundred yards. Here are stationed one battalion of the 10th Infantry and the band and one company of the 16th, besides a few other troops.

After a pause the enemy commenced to pour a hot fire into the town, and bullets were soon whiszing through Caloocan in all directions. The Americans occupied their old trenches

which were used before the advance was made enemy had been effectually silenced while the and in spite of all this evidence of rapid increase fight from La Loma barely occupied an hour we are to possess our souls in patience, for and a half. Our casualities at Caloocan were none besides the wounded artilleryman at La been for the last ten days. It needs no pro-Loma. The Insurgents loss is thought to be phetic inspiration to foretell what will happen great as the 4th Attillery detachment wrought if the Poking authorities maintain their great havoc-with their shells and the enemy were observed to be busily engaged in gathering their dead.

Later in the afternoon a dispatch was received; prosperity of their operations in Manchuria. by the commanding officer at Caloocan from They will be justified in raising the voice of

during the days and the train guarde were on I think not - N. C. D. News Cor.

the qui vive for a hold-up and kept their revolversloosened in their holsters, and their niles gripped as they ran through this region. At Marilao Insurgents were seen in some numbers. in the woods beyond, but no attack was made as the presence and vigilance of the bridge patrol probably staved them off.

THE LAUNCH OF THE "SUIAN."

This afternoon at half-past four, says the Mercury of 10th, inst., the launch of the river steamer Sulan successfully took place at the Cosmopolitan Dock. The christening was gracefully performed by Miss Florrie Peebles. After the ceremony the company adjourned to the shed of the Dock when Mr. Peebles in a neat little speech wished the success of the new steamer and hoped that she and her sister ship would soon be found too small for the trade. He coupled in his toast the name of Mr. Lehman who replied thanking the Directors of Messrs. S. C. Farnham & Co., and asked those present to drink to the health of Mr. Peebles and his family. The company then returned to town.

NEWCHWANG.

THE PLAGUE: OFFICIAL SUPINENESS. In my last report as to the extent of the plague, dated the 21 t of September, I stated that the initial steps in the formation of a make'a stand against our advance. The latest | Sanitary Board had been taken and the matter referred to Peking, a reply being hourly expected wounded, and it is said that the slaughter of | by the Consular Body, on which grounds I was the enemy at Noveleta by the Oregon's shells | rash enough to base the conclusion that things looked hopeful. The statement, however, calls for an unqualified withdrawal. Ten days have now elapsed without any reply from Peking, and the Taotai has twice been interviewed by the Consular Body, with the result that matters are not merely at a standstill, but, owing to the increase in plague cases, in a far worse state then when I last wrote. On Monday, the 24th ultimo. was held, at which, amongst other resolutions, it was decided that the following telegram should he sent through the Senior Consul to the Doven of the Diplomatic Corps, Peking:-

"Meeting of foreign residents of al nationalities appeal for help against plague. Urge pressure on Tsungli Yamen supply funds.

Local authorities fatally procrastinating." To this appeal no reply has been youchsafed. The same afternoon the Consuls interviewed a work-party under Engineer Meade, which the Taotai, who at a former meeting had been was at work repairing the bridge just the other | informed that the necessary funds for instituside of Angeles. At first no notice was taken, I ting thorough sanitary reform had been combut soon a regular susilade commenced and the puted at Tis. 25,000 down and Tis. 8,000 per month until the plague was stamped out, and retreat to a place of greater safety. Some in- on again preferring a request for such sum fantry consisting of part of the 25th regiment then | were informed that His Honour would be went out and opened up a fire from the Angeles | pleased to contribute Tls. 1,000 | At their interview on the 30th ultimo when the Consuls and some brisk shooting was engaged in on both | again desired to know what the Taotai's insides. Two colored soldiers of the 25th Infantry 1 structions with regard to the supplying of funds were, that guileless official replied that he had received orders: 1.-Not to pay anything: 2.-Not to exceed Tis. 10,000. The pertinent their fire, and later in the day work on the question as to when he could effect payment of Tls. 10,000 was then put, his reply being, "I have not the money." When one considers that Tis, 60,000 are annually collected for the sole purpose of keeping the roads in order, civilian scouts, and if the rebels are looking and that not a cash of that money is spent save in entertaining, etc., it seems strange that the insolence of such a reply should be tolerated for a single instant.

THE UTTER UNFITNESS

of this official can best be shown be instancing his latest display of imbecility. On the 29th ultimo proclamation was made to the following effect :- "That to put an end to the plague every Chinese must consider the year at an end; the new-year, commencing on the 1st of October, to be celebrated by a three days' feast and rejoicing at the cessation of the scourage!" A dispatch will probably now go forward to the Tsungli Yamen that the town has been thoroughly cleansed. 'It may be a matter of surprise to residents of Shanghai that

THE CONSULAR BODY persist in treating such an individual with the courtesy and ceremony due to one of superior rank to themselves; but it must be borne in mind that Consuls in outports are not accustomsublimely indifferent to restricted popular opinion, seem inbued with an exaggerated idea of the importance of native officialdom. My object, however, is not to criticise the action of the Consular Body. Though late in realising the gravity of the situation, there is no doubt I that they have since done their best according to their corporate limitations. The delay with

The matter has assumed a magnitude which precludes all hope of success attending any efforts made by the Consular Body without the support of the Peking authorities, and I consider we have a right to know why that support appealed for by both the Consular Body and the whole community is not forthcoming. Were the affair one of more local importance this anathy would, though inexcusable be comprehensible; but the welfare o 'trade and the safety of the ports Chefoo and Tientsin, as well as of the whole Manchurian province, are at stake. Already the import of skins and furs from this port into Shanghai is prohibited. Tientsin, a port receiving the bulk of the skins and furs of the province, must in the logical course of events also come under the ban when once the plague has extended beyond the precincts of this port, and that it has so extended is beyond question, natives reporting that cases of plague have been discovered in Haicheng, 35 miles from the port, while it is known that there have been several case in Kalchou.

THE DISEASE SPREADING. On the 28th ultimo over 40 deaths occurred within quite a small area of the native city and the price of cossins has risen from Tls. 10 to. Tis. 50 showing that the disease is spreading rapidly. Two cases of plague have already occurred in foreign compounds situated at the extreme west and east of the Foreign Settlement. from Caloocan, and soon were answering with I am informed that four-Russians have been an equally hot fire in about an hour the seized with the plague at the Russian Settlement;

"instructions are hourly expected" and have

are not blind to the danger threatening the

MINING AND TRADING condema any parsimony or official blundering COMPANY.

The twentieth ordinary general meeting of the Jelebu Mining and Trading Co. was held at Singapore on the 7th in the Exchange

Mr. A. Reid took the chair, and there were also present :- Messrs. Ewald, Hilton, Vogler, W. Windrath, Yeo Swee Hee, McLean, Keng. The minutes of the previous meeting were

read and confirmed. After the minutes had been read, Mr. Amot Reid said: Gentlemen-It is my duty to place before you the report and accounts of the Company for the recent half-year. Since the report and accounts have already been in your hands, and have been also published in the newspapers, I will, with your permission, taken them as read. You will see that upon alluvial ore during the half-year we made a profit of \$15,000, which has gone to reduce the debit balance carried forward from operations is Burmah. While the alluvial is likely to continue a small and moderately profitable business, it is, as we have often told you, to lode mining that we look for the future of the Company. At the Rin Lode, we have a mine and we have machinery that have cost us \$117,000, although they only stand in the Company's books as \$98,000. We have 4,500 tons of lode stuff at grass, and we have 65,000 tons in sight, and we hope to begin crushing within about three weeks from now. If you ask me what profit we are going to make out of this lode mine, I am unable to give you a definite answer. But it may interest you to know that I have in my possession an envelop subscribed "June, 1898," in which I made certain calculations about the lelebu Rin Lode. I made those calculations then because, shortly after that, I was going to set out for a journey through Siberia; and I desired to decide what investments I might safely leave behind me. Well, examining these calqulations I found that, as regards the cost of getting the ore and the quality of ore, the present state of the mine is pretty much the same as it was estimated to be in June of 1898 Labour is more costly; but the important difference is that, whereas my calculations in 1898 were based upon selling refined tin at £70 a ton, the same tin can now be sold for twice that money. may therefore, be fairly considered that we have now to expect a large profit; but, of course, i cannot be a very large profit while we work with only, ten heads of stamps. Fortunately, we have known that we would want a great many more than ten heads, and everything has been arranged so that additional stamps can be put up without unreasonable cost or delay. At the present moment, we have no money to put down additional heads of stamps, even it we wanted to do so. But we don't want to do so until we see how the first ten heads work. lf the crushing is satisfactory, we will order further heads and will probably get enough tin to pay for them. If that, however, should be impracticable, there will be no difficulty about the requisite finance. But, personally would, if possible, prefer that the addi-

tional stamps needed should be paid for out of the stampers that are at work. Gentlemen, I have my own ideas as to what prospects we may expect, but I am not prepared to state those ideas since they are, to a large extent, based upon my calculations as to the probable price of tin. But I may fairly say to you that, if tin remains at £140 per ton, and if the felebu lode stuff averages out as the mining manager leads us to expect, and if the lode i as definite and lasting as it seems likely to be, then you have in the Rin Lode a truly profitable tin mine. On the other hand, I would beg you to remember that lode-mining for tin in a country where there have been practically no lode mines, is necessarily entering into the unknown, out of which there may come anything, including disappointments. If the price of tin remains at the present height, and if the lode remains as our mining manager estimates it to be, then before the Company there lies great potentialities of wealth. On the other hand, I beg that you will remember that anticipations are not to be treat ed save as anticipations; and that it would be exceedingly unwise if you should calculate on those profits until you have earned them. The earnings of the Rin Lode are still in the womb of the future; and what the future may bring

This was seconded by Mr. Windrath and carried unanimously and the meeting then

forth, no man knoweth. With that explanation

be adopted and passed.

I would propose that the report and accounts

THE WAR IN THE TRANSVAAL.

(Latest by Wire.)

LONDON, September 19th. The attitude of the Orange Free State is much commented upon at Cape Town, where it is believed that the Executive are not unanimous. Urgent British orders for pack mules and waggons have been received in America. The Queensland Mounted Infantry are preparing to embark for service in South Africa. A force of twelve hundred troops has been despatched from Cape. Town to Kimber-

The Minister of Defence at Melbourne has ordered a list to be opened for the enrollment of-Volunteers-for-the-Transvaal.--The Prince of Wales yesterday presented

new colours to the Gordon Highlanden. September 20th. The gravest anxiety exists at the War Office as to the military situation in South Africa. is felt that the British force for the moment is dangerously weak, should the Boers take the immediate initiative; and reverses are quite possible. The earliest reinforcements arriving at Durban will be the troops of the Indian Contingent; but a fortnight must elapse before the first arrival. Meantime the Natal frontier and the Kimberley diamond fields are seriously endangered. The negotiations for the purchase from the Portuguese of Delagon Bay are completed, and the territory will be taken over on the 1st October. A considerable portion of the Portuguese littoral has also been ceded to Germany.

September 21st.

is hardly expected mmediately, carry out the necessary sanitary reform "By Afrikanders generally are clearly disaffected. forgotten. During the day all of the available troops in corder of the Czar." Are they, fully alive as If neutral themselves their sons will join the town at the various stations ware under orders, they are to the danger of the infection spread- Boers as volunteers. The Times warns the to be ready to go but at a moment's notice in ling beyond their frontier, likely to tacitly public that short-sighted economy and lack of yesterday for Natal, in the hired transports case the fight assumed greater magnitude acquiesce in submission to the fatalistic ignor- organisation at the outset will increase im. Wardha and Nowshera. News of the strack had reached the north ance of Celestial officialdom? I, for one, measurably the eventual expenditure of blood. Another squadron of the same regiment and money, The country will profoundly leaves to-day in the Nairung.

which results in mischances in the field At a meeting of the Afrikander members of the Cape Parliament, a message was telegraphed to President Kruger appreciating the concessions he had made, but urging him to do his utmost, short of sacrificing the independence of the Transvaal, to avert war, and recommending his acceptance of the Joint Commission of Enquiry, which the Afrikanders believed would solve the existing difficulties and avert a crisis,

the result whereof might threaten not only their Transvaal and Free State brethren but the Afrikander party in the Cape Colony. President Kruger, in reply, said the Transvaal had accepted the Joint Commission of Enquiry; and he warmly thanked the Afrikanders fontheir pacific efforts, which he hoped would not be fruitless.

Sir A. Milner has telegraphed to President Steyn that the movement of British troops northward is not directed against the Free State, nor due to any anxiety concerning the intentions of the Free State. Her Majesty's Government, he adds, looks to the Free State to preserve a strict neutrality, and gives its formal assurance to strictly respect the integrity of the Free State, Sir, Alfred says there is absolutely nothing to justify the disturbance of friendly relations between Great Britain and e Free State.

President Steyn, in replying, says he shares the hopefulness that a friendly settlement will be arrived at; and he does not see even now that force is the only solution of the Transvaal difficulty. He regrets the despatch of British troops to the frontier, and says that if, as is not improbable, the Free State Burghers regard the British preparations as a menace, and if unwished for developments arise, the Free State Government will not be responsible.

The meeting of the Cabinet Council to-day resulted in a despatch being sent to Pretor regretting the rejection by the Transvaal of the offer made by the British Government. It is understood that the Government cannot accept the attitude of the Transvaal; but further correspondence is expected.

September 24th. An attempt was made this afternoon to hold a demonstration in Trafalgar Square in favour of the Boers, and against entering upon war with the Transvaal. The meeting had been widely, advertised for some days, and a large concourse of people assembled; but the agitators did not have things all their own way, as many thousands appeared on the scene waving Union Jacks and singing the National Anthem and "Rule Britannia," and rendering the remarks of the speakers, who were pelted with apples and other missiles, quite inaudible. Cheers were raised for Mr. Chamberlain, whilst President Kruger was loudly hissed. Many soldiers who were present were hoisted shoulder high by the crowd, and cheered. The police made many arrests. The Royal Irish Fusiliers, 830 strong, have

lest Alexandria direct for Natal. The Government at Lourenzo Marquez has not received confirmation of the report that Delagon Bay has been leased to the British. [Louieno Marquez is the chief port of the Bay.]

TROOPS FOR THE TRANSVAAL. CALCUTTA, September 18th. The arrangements in connection with the despatch of troops to Africa are working with splendid case, and no hitch has occurred so far. The Purnea left this morning. No Dum-Dum bullets are to be used, but all Lee Metford bullets known as Mark II. A special parade of the Royal Rifles was held yesterday, when General Woodehouse bade his troops "good-bye." The General also stated that preparations had been made for sending the and Infantry Brigade to South Africa, should developments in future render the action advisable, but it was extremely unlikely that

any more cavalry will leave. BOMBAY, September 19th. The aist Battery Field Amillery, com manded by Major Polewitt, sailed for Durban last night in the transport Lalpeora. A section of the British Field Hospital, numbering 90 men, under Major Karni, was also on board.

CALCUTTA, September 20th. The hired transports Nurani and Hensada left this morning. It has been decided that no native followers are to accompany the British Regiments to Natal, All regiments leaving for the Transvaal are being heartly cheered off, crowds assembling at the docks to say good-bye.

BOMBAY, September 20th. The hired transport Booldana sailed last night with the 53rd Field Battery of Artillery. This is the last of the Artillers under orders. The 19th Hussars have left Secunderabad for Bombay; but they will halt at Wadi till transports are ready. The hired transport Ellora sails to-day with two British Field Hospitals. The transport Secundra sailed from Bombay last evening for Durban with the 42nd Field Battery of the Royal Artillery. The Battery is commanded by Major Goldburn, the other officers being Captain Bateman, Lieutenants Douglas, MacDougall, and Oxley. The Stuff of the Veterinary Hospital sailed in the same ship. A large crowd of Europeans assembled in the docks to witness the departure, and the,

utmost enthusiasm was shown. September 21st. The steamer City of London, and the P. & O. steamer Suiles, with the Devons, along with the General Staff and the Infantry Brigade -Staff, and the steamer Vadala, with part of the-19th Hussars, have just sailed for Bouth Africa.

September 23rd. The Gordon Highlanders and the remainder of the 19th Hussars sailed at noon to-day in the transports Palitana, Sirsa and Warora. Captain Harrison and Lieutenant Fitzgerald, of the 11th Hussars, and Lieutenant Bright, of the Horse Artillery, proceed to Africa with the reserve horses. General R. C. Hart, V.C., has succeeded Sir Archibald Hunter in command of the Quetta District. The cost of landing the Indian Contingent in Africa is estimated at about £400,000 sterling.

The Pundua sailed on the aand with the second squadron of the 19th. Hussars and the Cavalry Brigade staff, CALCUTTA, September 25th.

The Gloucester Regiment embarked at Kidderpur Docks on board the India yesterday, amidst a scene of the most extraordinary - The military authorities will not be ready to enthusiasm. From a very early hour a great call out the Reserves for the next few weeks, | crowd, composed almost entirely of Europeans, so that Parliament will probably not be called | began to file through the dock gates, and by together for some little time longer. The ten all the open spaces round the berths were Opposition manifest no dissatisfaction at this; covered by people, who cheered and and the war feeling in the constituencies is cheered again while the transport was hauled rapidly strengthening. The Boers, in the out. The men on board crowded fore and aft absence of any force capable of checking them, returning the cheers, and seemed greatly will probably answer the next despatch by pleased. The Calcutta Volunteer Band, and taking Laing's Nek, thus winning the first also the 4th Rajputs, played, and finished with move. The attitude of the Orange Free State. "Auld Lang Syne," at which there was treconfirms the existence of the old conspiracy mendous cheering. Bishop Welldon and the to establish an Afrikander Union over the in Lieutenant-Governor (Sir James Woodburn) terior of South Africa, driving the British to went aboard, and conversed with the officers. the coast. Mr. Schreiner's recent abstention | As they left the vessel, the soldiers raised three from the exercise of a personal veto upon the cheers for each, which Sir James Woodburn Marilao stating that the insurgents were thick protest when, in the face of such crass ineptitude northward movement of our troops along the returned by calling for three cheers for the pround the river in the vicinity of Marilao to grapple with the difficulty, they take the Cape milway is no proof that his disposition is Gloucesters, which were heartly given by those bridge, and at night all the out posts were management into their own hands, place the friendly towards Great Britain. Personally he standing on the jetty. The scene was one of thoubied; though another ottack in this quarter town and Settlement under martial law, and is believed to be loyal, if anything; but the intense onthusiasm, and is noter likely to be BOMBAY, asth September.

Twy squadrons of the 9th Lancers sailed

Shipping:

STEAMERS. DOUGLAS STEAMSHIP COMPANY,

LIMITED. FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

" HAITAN.' Captain Roach, will be despatched for the

above Ports, TO-MORROW, the 17th instant, at Daylight. For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 16th October, 1899. OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL. THE Company's Steamship

'CALCHAS,' Captain Gregory, will be despatched as above TO-MORROW, the 17th October, For Freight, apply to

BUTTERFIELD & SWIRE, Hongkong, 25th September, 1899. [1216a EASTERN AND AUSTRALIAN STEAM-

SHIP COMPANY, LIMITED, FOR SYDNEY AND MELBOURNE. (Calling at TIMOR, PORT DARWIN & QUEENS-LAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND,

TASMANIA, &c.) THE Steamship

"EASTERN," Captain Ellis, will be despatched as above on FRIDAY, the 20th instant, at 4 P.M. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried. N.R.-Return Tickets issued by this Com

pany to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGA-TION COMPANY and vice versil. For Freight or Passage, apply to GIBB, LIVINGSTON-& Co.,

Agents. Hongkong, 4th October, 1899. EASTERN AND AUSTRALIAN STEAM-SHIP COMPANY, LIMITED.

FOR MANILA. THE Steamship

"EASTERN."

Captain Ellis, will be despatched as above on SATURDAY, the 21st instant, at 4 P.M. This New Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with

the Electric-light. A Stewardess and a duly qualified Surgeon are carried.

For Passage, apply to GIBB, LIVINGSTON & Co., Hongkong, 11th October, 1899.

FOR NEW YORK VIA SUEZ CANAL. THE Steamship

"ARGYLL," will be despatched for the above port on or about the 25th instant, and will be followed by S.S. "JOHN SANDERSON" to sail about 31st October.

S.S. ST. JEROME" to sail about 15th Nov. For Freight, apply to DODWELL & CO., LIMITED,

Hongkong, 13th October, 1809.

THE CHINA MUTUAL STEAM NAVIGA-TION COMPANY, LIMITED. FOR MARSEILLES AND LONDON 4 VIA STRAITS.

(Taking Cargoat through Rates for LIVERPOOL GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.) THE Company's Steamship

A. Davies, Commander, will be despatched as above on MONDAY, the 30th instant. For Freight, &c., apply to HOLLIDAY, WISE & CO.,

Hongkong, 11th October, 1899. OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. THE Company's Steamship

"ORESTES," Captain Pulford, will be despatched on TUESDAY, the 31st October. For Freight, apply to:

BUTTERFIELD & SWIRE, Hongkong, 25th September, 1899. [1221] OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. THE Company's Steamship "HECTOR,

Captain Barr, will be despatched as above on TUESDAY, the 14th November, For Freight, apply to BUTTERFIELD & SWIRE,

Hongkong, 9th October, 1899.



RIGAUD et C PERFUMBAS."

White. Violeta Laquid each boule of PARIS Rigand's Extract

10.000

Considuces.

TOYO KISEN KAISHA

NOTICE

CONSIGNEES of CARGO per Steamship "NIPPON MARUJ are hereby notified that their Goods are at their risk being discharged into Lighters and

or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading. Goods remaining unclaimed after the 18th

instant will be subject to rent. No Fire Insurance has been effected. I. S. VAN BUREN,

Hongkong, 11th October, 1899. AUSTRIAN LLOYD'S STEAM NAVIGA-

NOTICE TO CONSIGNEES.

TION COMPANY.

FROM KOBE,

THE Steamship

"MARIA VALERIE," . having arrived Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company. Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the office of the Undersigned before Noon on the 17th instant, or they will not be recognised. No Fire insurance has been effected, and

any Goods remaining in the Godowns after the 17th instant, will be subject to rent, Bills of Lading will be countersigned by SANDER, WIELER & Co.,

Hongkong, 11th October, 1899.

NOTICE TO CONSIGNEES. FROM CALCUTTA, PENANG AND SINGAPORE

THE Steamship "ARRATOON APGAR,"

having arrived from the above Ports, Consignees

of Cargo are hereby informed that their Goods will be delivered from alongside. · Cargo impeding the discharge will be landed

Cargo remaining on board after the 16th instant, at 4 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharfand Godown Co., Limited, at Wanchal. Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE

DELIVERY of their Goods from mlongside: such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and No Fire Insurance will be effected. Bills of Lading will be countersigned by.

DAVID SASSOON, SONS & Co. Hongkong, 13th October, 1899.

 NOTICE TO CONSIGNEES. THE P. & O. S. N. Co.'s Steamship

CHUSAN," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

From London, &c., ex S.S. Oceana and Himalaya. From Italy, ex S.S. Thames and Ceylon.

From Australia, ex S.S. Australia. From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co's Steamers. Optional Goods will be landed here unless instructions are given to the contrary before

11 A.M., TO-DAY. Goods not cleared by the 20th instant, at 4 P.M. will be subject to rent. No Fire Insurance will be effected by me in

any case whatever. All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten

days after the Vessel's arrival here, after which no Claims will be recognised. H. A. RITCHIE, Superintendent. Hongkong, 14th October, 1809.

AUSTRIAN LLOYD'S STEAM NAVIGA-TION COMPANY, NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID. ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE

THE Steamship "POSEIDON," having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkon and Kowloon Wharf and Godown Company Limited, whence delivery may be obtained.

This vessel brings Cargo :--From Trieste, ex S.S. Rez. Fr. Ferdinand transhipped at Bombay. From Venice, ex S.S. Massimiliano tran-

shipped at Trieste. Optional Cargo will be discharged here. No Cialms will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon on the 21st instant, or they will not be

recognised. No Fire Insurance has been effected, and any Goods remaining in the Godowns after the aist nstant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents. Hongkong, 14th October, 1899.

NOTICE.

THE BEST PREVENTIVE OF ADI INFECTIOUS DISEASES.



AVOID ALL RISK OF OUTBREAK BY ITS USE. W. G. HUMPHREYS & Co.

Bank Bulldings. Hongkong, 9th March, 1897,

Intimations.

HERMANOS TAIAMOND MERCHANTS, JEWEL-LERS AND WATCHMAKERS.

Solo Agents in the East for the amaigamated CLEMENT, HUMBER and GLADIATOR Co., Ld. DUNLOP TYRES'S BICYCLES-PRICE ... \$160. Aspecial reliable Watch made for this Climate. Quality A......516

40, QUEENS ROAD, Watson's Building.

CHS. J. GAUPP & CO. THRONOMETER, WATCH, and CLOCK MAKERS JEWELLERS, SILVER SMITH'S, and OPICIANS.

CHARTS and BOOKS. NAUTICAL INSTRUMENTS, Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtiänder and Sohn's CELEBRATED OPERA GLASSES. MARINE. GLASSES and SPYGLASSES. Nos. 54 & 56, Queen's Road Central. [40

MEE CHEUNG.

PHOTOGRAPHER, TOP FLOOR OF ICE HOUSE, IN Ice-House Road.

TS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS AND VIEWS a speciality,

Hongkong, 22nd September 1808. LET 'EM ALL COME

VEE CHUN'S STUDIO

at No. 50, QUEEN'S ROAD CENTRAL, where PHOTOGRAPHS and PORTRAITS IVORY are executed at Moderate Prices. Hongkong, 2nd May, 1809

> SIEN TING, SURGEON DENTIST, No. 19, PAGUILAR STREET. TERMS VERY, MODERATE, Consultation free.

Hongkong, 27th September, 1898. DENTISTRY.

SUI SANG, (Lately Practising with Dr. I. SAKATA), DENTIST,

No. 4, Queen's Road Central. Hongkong, 8th March, 1800.

NOTICE RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS; nor the OWNERS will be RESPONSIBLE for any **DEBT** contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbours :-

CHALLENGER, Amer. ship, Gould-Arnhold, Karberg & Co. REUCE, American ship, D. Whitmore-Standard Oil Co.

The Share Market.

LATEST QUOTATIONS. (October 16th.) Banks.

Hongkong and Shanghai Bunking Corporation -335 per cent, prem. The Bank of China & Japan, Ld.—(Preference) The Bank of China & Japan, Ld.—(Ordinary) Mr. J. Y. Mayston

The Bank of China & Japan, Ld:-(Deferred)-

£5.5 buyers. National Bank of China, Ld.-\$27 buyers. -\$27 buyers.

Marino Insurances. Union Insurance Society of Canton, Ld. -\$242

China Traders' Insurance Co., Limited-\$601 North China Insurance Co., Ld.—Tis. 200. Vanguste Insurance Assoc. Ld.—\$124. Canton Insurance Office, Ld. -\$1453 ex div, Straits Insurance Co., Ld.-\$5.

Fire Insurances. Hongkong Fire Ins. Co., Ld. - \$330. China Fire Ins. Co., Ld.-\$88.

Shipping. Hongkong, Canton, & Macao Steamboat Co., Indo-China Steam Navigation Company, Ld.

China and Manila S.S. Co., Ld. -- \$90, Douglas Steamship Co., Ld. - \$472. China Mutual S. N. Co., Ld .- (Preference-£9.10 buyers.

China Mutual S. N. Co., Ld.-(Ordinary)-£5.10 buyers. China Mutual S. N. Co., L.d.—(Ordinary)—63

Star Ferry Co., Ld.-\$191. Refineries.

China Sugar Refining Co., Ld. -- \$138. Luzon Sugar Refining Co., Ld. -- \$54. Mining. Punjom Mining Co., Ld. -\$10.

Preference Shares-52. Société Française des Charbonnages du Tonkin-\$245. Queen Mines, Limited -50.45. Telebu Mining and Trading Co., Ld. -\$141. Raub Allan Gold Mining Co., Ld. \$65. Olivers Freehold Mines, Ld.-(A) \$11.50. Olivers Freehold Mines, Ld. -(11) \$6.50. Great Eastern and Caledonian Gold Mining

Co., Lil. -- \$2. Docks, Wharves and Godowns. Hongkong & Whampon Dock Co., Ld.-515. Hongkong and Kowloon Wharf and Godown

Wanchai Warehouse and Storage Co., Ld.—\$45 New Amoy Dock Co., Ld .- \$182.

Lands, Hotels and Buildings, China Provident Loan and Mortgage Co., Ld. -\$9.50 buyers.

Hongkong Land Investment and Agency Co., Ld-\$1074 Kowloon Land and Building Co., Ld.-\$28. West Point Building Co., Ld. -\$30.

Hongkong Hotel Co., Ld. -\$135. Humphrey's Estate and Finance Co., Ld.

Miscellaneous. Green Island Cement Co., Ld. -- \$284. China Borneo Con Limited - tog buyers. A. B. Watson & Co., Limited-\$16.75. Hongkong Electric Co., Limited-\$13. Honglong and China Gas Co., Ld. - \$130. Hourkong Rope Manufacturing Co., LA. -\$189. Geo. Fenwick & Co., Ld.-\$421. Mongkong Ico Co., Lt. -- 5177.

Dairy Farm Co., Limited-\$6. Hongkong & China Bakery Co., Ld.-\$25. Campbell, Moore & Co., Ld. Sis buyers. Bell's Asbestos Eastern Agency, Limited-61

Bells Asbestos Eastern Agency, Ld.-\$5. Carmichael & Co., Limited. - \$8. Hongkong Cotton Spinning, Weaving and

Dyeing Co., Ld.—\$60. Ewo Cotton Spinning & W. Co., Ld.—Tls. 68. International Cotton M'fg. Co., Ld.-Tls. 75. Co., Ld.-Tls. 771.

Soy Chee Cotton Spinning Co., Ld.—Tls. 350. Yahloong Cotton Spinning Co., Ld.—Tls. 55. Tebrau Planting Co., Ld. \$4 per share. Tebrau Planting Co., Ld.-\$5.

BENJAMIN, KELLY & POTTS (Share Brokers.) Telegraph Address-"Rialto."

EXCHANGE.

Hongkong, 16th October, On LONDON, Telegraphic Transfer 1/10 Bank Bills, on demand 1/10 15/10 Credits, 4 months' sight 1/11 D'ments, 4 months' sight 1/11 ON PARIS, Bank Bills, on demand2.411 ON NEW YORK, Bank Bills, on demand46} Credits, 30 days' sight47 ON BOMBAY, Telegraphic Transfer 141 On demand142 ON SHANGHAI, Telegraphic Transfer 721 Private, 30 days' sight73 ON YOKOHAMA, T.T.61 per cent. prem. Sovereigns, Bank's Buying Rate:\$10.47 Gold Leaf 100 touch, per tael54.25 Bar Silver26 Dollars 31 per cent. prem.

OPIUM QUOTATIONS.

Hongkong, 16th October. New Patna9171 per chest. New Benares895 Old Malwa.....875 Persian, paper tied670/780

VISITORS AT THE HONGKONG HOTEL.

Mr. A. Otto

Mr. M. Pando -

Mr. W. Parfitt

Mr. J. C. Perry

Mrs. Primrose and

Mrs. H. Renjes, child

Mr. G. E. Richardson

Mr. and Mrs. Robinson

Mrs. Prentice

children

Mr. Reeves

Mr. A. Reid

Mr. F. Reibero

and nurse

Richardson

Miss Richardson

Mr. S. J. Robins

Mr. H. Simmins

Mr. A. Spagnolo

Mrs. C. Thomas

Misses Thoms (2)

Mr. H. S. Vaughan

family

Mr. and Mrs. R. S.

Mrs. H. H. Todd and

Mr. B. Taylor

Mrs. John Angus Mr. W. S. Bailey Mr. B. J. Barlow Mr. W. M. Black Mr. F. Bonnet Mr. and Mrs. A. H. Bottenheim Mr. G. Brusse Mr. C. Buchanan Mr. T. F. Burgdorff Mr. A. B. Carter Dr. and Mrs. F. Clark Mr. and Mrs. C. E. Mr. Dadre Mr. P. C. Denroche Mr. A. Docter Mr. H. Dutour Mr. D. Earnshaw Mr. and Mrs. F.

Mr. J. H. Aitken

Mr. & Mrs. F. Sampson Eldridge Mr. W. Fuckel Mr. & Mrs. K. Gibson Mr. M. Steger Capt. Goddard Major and Mrs. Griffin Mr. S. B. Terry Mr. R. J. Hall Mrs, Haywood Major and Mrs. Higgs Mr. T. Howard Mr. Wm. K. Hughes Major and Mrs. Jeffreys Mr. and Mrs. Joseph Mr. E. A. Katsch Mr. Kinghorn

Mr. J. Kirkwood Mr. E. A. Leggatt Mr. L. A. Levy Mr. T. S. Meser Mr. E. O. Murphy Mr. K. Nakabayashi Mr. G. Nashinohara Mr. A. C. Van Nierop Mr. J. J. O'Neill Mr. J. M. de Zuniga

Capt. R. Unsworth Lieut. Urvoy Whitlow Mr. and Mrs. Bagnall Mrs. J. Williamson Mr. and Mrs. J. B. Worfield Mr. W. J. Wright Mrs. R. Zollner

VISITORS AND RESIDENTS AT THE

PEAK HOTEL Capt. F. Koford Mr. H. F. R. Brayne Mr. P. Bure Captivan Corbach Mr. G. H. Dann Mr. and Mrs. W. H. Davis and child Mr. A. L. Denison Mr. P. Dow Col. G. J. H. Evatt Mr. J. S. Ezekiel Mr. R. M. Ezekiel

Mr. A. Forbes

W. E. Home

Lt.-Col. A. R. Fraser

Major G. R. St. John

Mr. J. E. Les Mr. C. W. Longuet Mrs. C. W. Longuet-Mr. R. Mitchell I. Von Oertzen Lt.-Col. The O'Gorman Dr. Marx Peters Hon. H. E. Pollock Capt. H. V. Prynne Comdr. R. M. Rumsey Mr. E. Sharp Colonel E. H. Gorges Mr. A. Sinclair Staff-Surgeon and Mrs. Mr. A. Findlay Smith Mr. A. G. Stokes

Mr. A. P. Stokes

Mr. J. Lamke

Mr. H. B. Kendrick Mr. G. H. Wheeler CRAGIEBURN.

Rev. F. Flynn, R.N. Mrs. Simmonds Hon. and Mrs. R. D. The Government Civil Ormsby Hospital Sisters Mias Ormshy Miss Yorke Triscott Miss G. L. Palethorpe Mr. and Mrs. W. E. Capt. C. B. Simmonds, Turner Consul Volpicelli Mr. Hugo Silvestri Madame Volpicelli

VESSELS IN PORT.

Steamers.

ARRATOON APCAR, British steamer, 2,879, E. Fey, 12th Oct.,-Calcutta 36th Sept., and Singapore 7th October, General.-David, Sassoon Sons & Co.

ATHENIAN, British steamer, 2,440, H. Mowatt, 12th Oct., -Manila 9th Oct., Ballast.-U. S. Trooper. BRECONSHIRE, British steamer, 2,323, Elliott, 8th Oct.,-Colombo soth Sept., Ballast.-

Dodwell & Co. . CITY OF DUBLIN; British steamer, 2,155, Rac, 14th Oct. Haiphong 11th Oct., Ballast. -Dodwoll & Co.

CONCH, British steamer, 2,205, Stock, 13th Oct., -Singapore 6th Oct., Kerosine. -Arnhold, Karberg & Co.

DAPHNE, German steamer, 1,292, Th. Nissen, 13th Oct., Moji 8th Oct., Coal.—Siemssen

DR. HANS JURG-KIER, Norwegian steamer, 691, H. Lersbryggen, 13th Oct.,-Yokohama 6th Oct., Ballast,-Harling, Buschmann & Monzell.

EMPRESS OF CHIMA, British steamer, 3,003, R. Archibald, R.N.R., 4th Oct., Vancouver, B.C. 12th Sept., and Shanghai set Oct., Mails and General.-C. P. R. Co. HAITAN, British steamer, 1,183, J. S. Roach, 13th Oct, Foochow 10th Oct, Amoy 11th, and Swatow 12th, General. 1,300 i.h.p., Lieut. Comdr. P. S. St. John, Douglas, Lapraik & Co.

Schieder, 13th Oct.,-Singapore and Oct. General.—Sidmssen & Co.

13th Oct,-Java -Ports, (Cheviton) Oct., Sugar.-Jardine, Matheson & Co. HOHENZOLLERN, German steamer, 2,039, 12. Kirchner, oth Oct.,-Yokohama 29th Sept., Kobe 3rd Oct., and Nagasaki 5th, General. -Melchers & Co.

Kinshiu Maru, Japanese steamer, 2,459, W. Brady, 6th Oct.,-Shimonoseki 2nd Oct., General.-Nippon Yusen Kaisha. Laou-kung-mow Cotton Spinning & Weaving | Kong Beng, British steamer, 862, F. W. Joslin, 14th Oct.,-Saigon 6th Oct., Rice and General.-Butterfield & Swire.

KWANG LEE, Chinese steamer, 1,505, R. L. Lincoln, 14th Oct.,-Shanghai 11th Oct., General.—C. M. S. N. Co. LOOSOK, British steamer, 1,020, J. B. Jackson, 12th Oct.,-Bangkok 3rd Oct., and Kohsi-chang 4th, Rice and Timber.-Butter-

field & Swire. MONGKUT, British steamer, 859, N. G. Majer, 14th Oct.,-Koh-si-chang 2nd Oct., Rice.-Yuen Fat Hong.

NANSHAN, American steamer, 1,344, Stovell, 26th Sept.,-Manila 22nd Sept. Nippon Maru, Japanese steamer, 3,302, J. F. Allen, 10th Oct., San Francisco 12th Sept., and Shanghai 8th Oct., General.-P. & O. S. N. Co.

On SANG, British steamer, 1,787, J. Young, 7th Oct.,-Saigon 1st Oct., Rice and Rice-Flour.-Jardine, Matheson & Co. PAKSHAN, British steamer, 1,235, J. Jenkins, 12th Oct.,-Saigon 5th Oct., General.-

Bradley & Co. PETRARCH, German steamer, 1,252, Necker, 8th Oct.,-Samarang 22nd Sept., and Labuan 30th, General.-Lauts, Wegener

PHRA NANG, British steamer, 1,021, A. S. Calder, 11th Oct.,-Bangkok ist Oct., and Swatow 10th, Rice.—Yuen Fat Hong. Poserdon, Austrian steamer, 2,432, A. Leva, 13th Oct., -Singapore 7th Oct., General. -Sander, Wieler & Co.

PROPONTIS, British str., 1,390, W. Mackay, 5th Oct.,-Saigon 30th Sept., Rice,-Heung Sing Steamship Co. SANDAKAN, German steamer, 1,374, E. Muhle, 12th Oct.,-Sandakan 5th Oct., Timber.-

Melchers & Co. SYDNEY, French steamer, 4,232, Aubert, 13th Oct.,-Marseilles 3rd Sept., and Saigon 5th Oct., Mails and General.-Messageries Maritimes.

TAICHIOW, British steamer, 862, P. Primrose, 13th Oct.,-Bangkok 2nd Oct., Rice and General.—Butterfield & Swire. TETARTOS, German steamer, 1,574, T. Desler, 14th Oct.,-Saigon 9th October, Rice,-

Siemssen & Co. THYRA, Norwegian steamer, 2,150, Edwardsen, 12th Oct., Moji 6th Oct., Coal,-Butterfield & Swire. VENUS, American steamer, 612, D. Imas, 12th Oct., -- Manila 9th Oct., General. -- Brandao

Sailing Vessels.

CHALLENGER, American ship, 142, Gould, 12th Sept.,-Manila and Sept., Ballast.-Amhold, Karberg & Co.

ETHA RICKMERS, German ship, 1,754, Joh. Beneke, 22nd Sept.,-Cardiff 13th May, Coal.-Arnhold, Karberg & Co. GILO, German bark, 1,324, Hemmer, 8th Oct., -New York 26th May, Kerosine Oil.-Standard Oil Co.

JOSEPHUS, American ship, 1,547, P. Gilkey, 30th Aug., -- New York 25th April, Case Oil.—Srandard Oil Co. LOTHAIR, Italian bark, 759, C. Lewanger,

1st Oct.,-Callao Peru 21st July, Iron,-Order. ANUEL LLAGUNO, American ship, 1,649, C. V. Small, 7th Oct.,-Shanghai 3rd October, Ballast.—Siemssen & Co.

MARY L. Cushing, American bark, 1,540, 1st Oct.,-New York 16th May, Case Oil. -Order. Mr. and Mrs. A. W. MAY FLINT, American ship, 3,576, R. Banfield, 20th Sept.,-New York 24th April, Case Oil.-Standard Oil Co.

RETRIEVER, British schooner, 96,-Parker, 8th-Sept.,-Honolulu 16th July, Ballast .-Order. REUCE, American ship, 1,828, D. Whitmore,

3rd Oct.,-New York 30th May, Case Oil. -Standard Oil Co. SIMLA, British 4-masted bark, 2,087, Huestis, 25th Aug.,-Cebu and Phillipine Islands

22nd Aug., Ballast.-Order. ST. JAMES, American bark, 1,453, R. M. Tapley, 29th Sept.,-Manila 13th Sept., Ballast .-Reuter, Bräckelmann & Co.

STANFIELD, British bark, 560, Wilson, 8th Oct.,-Rajang 17th Sept., Timber.-Order, STATE OF MAINE, American ship, 1,500, Colcord, 9th Oct.,-New York 20th May, Kerosine Oil.—Standard Oil Co. WARATAH, British schooner, 25, Haynes, 23rd.

Sept.,-Takow 15th Sept., Ballast.-Mr. F.

HER BRITANNIO MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, October 16th, 1899. Alacrity, despatch-vessel, 1,700 tons, 10 6-pd. q.f. guns, 3,000 i.h.p., Commander A. H. Smith-Dorrion, cruising.

Algerine, sloop, 1,050 tozs, 6 guns, 1,100 i.h.p., Porel, Russian torpedo boat, 23 tons, 1 gun, Comdr. E. J. W. Slade, Foochow, Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, cruising.

Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13,163 i.h.p. Captain Hon. S. C. J. Colville, C.B., cruising. Bonaventure, 2nd class cruiser, 4,360 tons, 18

guns, 9,000 i.h.p., Capt. R. H. J. Montegomeric, C.B., R.N., Hongkong. Brisk, British cruiser, 1,770 tons, 6 guns, 5,600

h.p., Capt. Wrev, cruising, Centurion, 1st class battleship, 10,900 tons, 14 guns, 13,000 i.h.p., Captain R. J. Jellicoe,

Dapane, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Comdr. C. Winnington-Ingram, cruising. Endymion, British cruiser, 7,350 tons, Capt. G. A. Callaghan, Hongkong.

Fame, twin screw, torpedo-boat destroyer, 402 tons, 5,400 i.h.p., Lieut.-Com. R. Keyes,

gruising. Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Hongkong, Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.

Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong. Hermione, 2nd class cruiser, 4,360 tons, 9,000 Hongkong.

H. J. Davison, Hongkong. guns, 7,000 ih.p., Capt. H. N. Dudding,

Linnal, gun-vessel, 756 tons, 2 heavy guns, A Smythe, cruising. Orlando, British cruiser, 5,600 tons, Capt. J. Burke, Japan. Peacack, 1st class gunbont, 755 tons, 6 guns,

Hongkong High-Level Tramways Co., Ld.- | HEIDELBERO, German steamer, 2/145, R. | Pigmy, 1st class gunbout, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. J. F. E. Green,

HINSANO, British steamer, 1,536; Crockett, Plover, 1st class gunbont, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. S. V. Y. De M Cowper, Foochow. Ratiler, 1st class gunboat, 715 tons, 6 guns,

1,200 i.h.p., Lieut.-Com. The Hon. G. A. Hardinge, en route Singapore. Swift, gun-vessel, 756 tons, 2 heavy guns, 4

6-pounders, 870 i.h.p., Foochow. Tamar, receiving ship, 4,600 tons, Comdr. · Powell, Hongkong. Tweed, coast defence gunboat, 363 tons, 3

guns, 200, i.h.p., Hongkong. Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. A. C. Clarke, en route Manila.

Victorious, British battleship, 14,900 tons, 32 guns, 12,000 i.h.p., Captain A. Schomberg,

Waterwitch, surveying vessel, 620 tons, Commander W. P. Dawson, Fobchow, Whiting, twin screw, torpedo-boat destroyer, 320 tons, 6,000 i.h.p., Lieut-Comdr. E. Kelly, cruising.

Wivern, coast defence ship, 2,750 tons, 4 guns, . 1,000 i.h.p., Hongkong. Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class

Miscellaneous.

Etna, Italian cruiser, 3,530 tons, Capt. G Giorello, Shanghai.

Kaiserin Elizabeth, Austrian cruiser, 4,064 tons, 9,000 i.h.p., Capt. Julian, Shanghai. Liberal, Portuguese gunboat, 588 tons, Comdr Cunha, Hongkong.

Strombali, Italian cruiser, 3,359 tons, Captain Cantantais, Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron. Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Molas, at Port Arthur.

Aleout, Russian gunbont, 810 tons, 8 guns, 760, h.p., Captain Elkisky, at Vladivostock. Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Boisman, at Dimitri Donskoy, Russian armoured cruiser,

5,893 tons, twin screw, 34 guns, 7,000 h.p., Com. Witthofft, at Vladivostock. Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebren-nikff at Vladivostock.

Gremiastchy, Russian armoured cruiser, 1,492 tons, twin screw.12 guns, 2,000 h.p., Capt. Boubenoff, at Port Aathur. Koreyets, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Serebriamikoff, at Port

Kreysser, Russian cruiser, 1,300 tons, 18 guns, 1,800 h.p., Capt. Zvinskey, at Singapore. Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Kachaioff. at Vladivostock.

Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p. Captain Tenriche, at Vladivostock. Nayesdnik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Port Arthur.

Olvasny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coprianoff, at Nagasaki. Pamiai Azova,* Russian cruiser, 6,000 tons, 36 guns, 8,000 h.p., Captain Virenins, at

Vladivostock.... Rossia, Russian armourd cruiser, 12,200 tons, Capt. Domojiroff, at Port Arthur. Rurik, I Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 44 guns, 13,500 h.p., Capt. Groupt, at Port Arthur. Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Vladivostock.

Sissoi Veliky, Russian battleship, 10,000 tons, at Port Arthur. Sivootch, Russian gunboat, 950 tons, twin

screw 13 guns, 1,200 h.p., Capt. Astromoff, at Port Arthur. -Vladimir Monomach, Russian cruiser, 6,000 tons Prince Ouchtomaky, at Port Arthur. Vostock, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Vladivostock. Vsadnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 3,500 h.p., Capt. Rogulf,

at Vladivostock. Yakout, Russian gunboat, 16 guns, 890 h.p., at Zabiaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Port Arthur.

RUSSIAN TORPEDO FLOTILLA.

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 21 Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots. Sweabory, 1st class, Russian torpedo boat, 69

(SEA GOING)

tons, 3 guns, 2 torp tubes 780 h.p., speed _(lst and 2nd class.) 220 h.p., 16 knots. Jantchichi, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Nargen, Russian torpedo boat, 85 tons 4 guns, 1,200 h.p., 22 knots. Novorossisk, Russian torpedo boat, 87 tons, guns, 2,000 h.p., 22 knots. Podorosnik, Russian torpedo boat, 23 tons, gun, 220 h.p., 16 knots.

Sisik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots. Skorpion, Russian torpedo boat, 23 tons, 1 gun. 220 h.p., 16 knots Sootchena, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 10 knots.

Sterlaid, Russian torpedo boat, 23 tons, I gun 220 h.p., 16 knots, Esk, coast defence gunboat, 363 tons, 3 guns, 220 h.p., 16 knots. 200 i.b.p., Lieut-Comdr. C. Chadwick, Sunguri, Russian torpedo boat, 140 tons, Strauss, Russian torpedo boat, 23 tons, 1 gun, guns, 1,800 h.p., 22 knots.

> 1,800 h.p.; 22 knots. '† Flagship of Vice-Admiral Alexeieff. * Flagship of Rear-Admiral F. V. Dubossoff. 1 Flagship of Rear-Admiral Recumuff.

Ussuri, Russian torpedo boat, 140 tons, 4 guns,

THE FRENCH SQUADRON.

Aspic, French gunboat, 463 tons, 6 guns, 453 h.p., Captain Journet, at Saigon. i.h.p., 18 guns, Capt. R. S. D. Cumming, Bayard, French flagship, 5,968 tons, 36 guns, 4,500 h.p., Capt. Joannht, at Yokohama. Humber, storeship, 1,640 tons, 800 i.h.p., Com. Beautemps-Beaupre, French cruiser, 1,246 tons, 14 guns, 895 h.p., Capt. Ternet, at Chefoo. Iphigenia, and class cruiser, 3,600 tons, 8 Bruix, French cruiser, 4,750 tons, 16 guns, 8,800 i.h.p., at Saigon.

Comète, French gunboat, 473 tons, 6 guns, 631 h.n., Cantain Simon, at Saigon. o pouncers, 870 i.h.p., Commander W.: W. | Descartes, French protected cruiser, 3,985 tons, 36 guns 631 i.h.p., Captain Bernard, at

> Eclaireur, French cruiser, 1,608 tons, 15 guns, 2,408 i.h.p., Capt. Texier, at Along Bay. Forfall, French crulser, 2,321 tons, 23 guns, 2/764 hip., Capt. Delort, at Nagasaki,

I Inconstant, French cruiser, 891 tons, 8 guns, 850 i.h.p., Capt. La Seyne, at Chemulpo. Jean Bart, French cruiser, 4,500 tons, 10 guns, 8,000 i h.p., Capt. Aubin, at Foochow.

Lion, French gunbont, 473 tohs, 8 guns, 576 h.p., Capt. Amot, at Shanghai. Pascal, French protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt. M. Motel, at

Pluvier, French despatch-boat, 545, tons, guns, 500 h.p., Comdr. Videl, at Bangkok. Surprise, French gunboat, 627 tons, 10 guns, 860 i.h.p., at Saigon. Triomphante, French announed cr., 4,700 tons,

24 guns, 2,400 h.p., Capt. B. de Brotizel, at Vouban, French flagship, 6,150, Capt. Boutet at Haiphong.

Vipère, French gunbont, 463 tons, 6 guns, 441 h.p., Comdr. Constolle, at Bangkok. † Flagship of Rear-Admiral Gigault de

THE GERMAN SQUADRON.

Cormoran, German cruiser, 1,640 tons, 14 guns, 2,700 h.p., Comdr. Brussatis, at Friedrich Wilhelmshaven.

Gefion, German cruiser, 4,207 tons, 25 guns, 9,000 h.p., Capt. Fehenius, at Amoy. Deutschland, German cruiser, 7,319 tons, 38 guns, 5,360 h.p., Capt. Plachet, at Seoul, Irener German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Capt. Obenteimer, at Foochow. Kaiserin Augusta, German cruiser, 6,000 tons, 12 guns, 12,000 i.h.p., Captain Gulich, at

Manila. Kaiser, German, flagship, 7,676 tons, 28 guns, 7,800 h.p., Captain Stubenrauch, at Wei-

Moewe, German surveying vessel, 970 tons, Captain Korvetton, at Amoy. Prinzess Wilhelm, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Captain Truppel, at Kiaochow. † Flagship of Rear-Admiral von Diederich's

THE AMERICAN SQUADRON. Baltimore, Flagship, U.S. cruiser, 4,413 tons, 10 guns, 10,064 h.p., Capt. J. M. Forsyth,

* Flagship of Prince Henry of Prussia.

Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Com. C. H. Arnold, at Manila. Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut, Benjamin Tappan, at Manila. Castine, U.S. gunboat, 1,177 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Manila. Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p., Lieut.-Comdr. N. J. K. Patch, at Manila. Charleston, U.S. cruiser, 3,730 tons, 8 guns,

6,666, i.h.p., Capt. Geo. W. Pigman, at Manila. Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. S. M. Ackley, at Manila, Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.

Glacier, U.S. supply-ship, Lieut.-Comdr. J. B. Briggs, at Manila. Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila. Iris, U.S. distilling-ship, 6,100 tons, 1,300 h.p., Lieut.-Comdr. W. H. Everett, at Manila. Manila, U.S. gunboat, 1,057 tons, 2 guns, 750-h.p., Lieut.-Comdr. A. P. Nazro, at Manila. Monadnock, U.S. double-turret monitor, 3,990

tons, 6 guns, 3,000 h.p., Comdr. John McGowan, at Manila. Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Shanghai. Monterey, U.S. double-turret monitor, 4,084 tons, 4 guns, 5,244 h.p., Comdr. E. H. C. Leutze, at Manila.

Nanshan, U.S. collier, Lieut. L. A. Kaiser. Oregon, 1st class U.S. battleship, 10,288 tons, 16 guns, 11,111 h.p., Capt. G. F. F. Wilde, at Hongkong. Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095

h.p., Comdr. C. C. Cornwell, at Manila. Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Comdr. Harry Knox, en route Wheeling, U.S. gunboat, 1,000 tons, 6 guns, 1,081, h.p., Comdr. W. T. Burwell, at

Yorktown, U.S. gunboat, 1,710-tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila. Yosemite, U.S. converted cruiser, 6,179 tons, to guns, 3,800 h.p., Capt. G. E. Ide, at Manila.

Zafiro, U.S. dispatch-vessel, Master A. M. Whitton,

Post Office.

A Mail will close:--For Swatow-Per Pakshan to-morrow, the

17th instant, at 9 A.M. For Amoy, Moji, Kobe, Yokohama, Victoria, (B.C.) and Tacoma-Per City of Dublin tomorrow, the 17th instant, at 11 A.M.

For Shanghai-Per Taksang to morrow, the 17th instant, at 3 P.M. For Singapore-Per Calchas to-morrow, the 17th instant, at 4 P.M. For Yokohama and Kobe-Per Heidelberg

For Swatow, Amoy and Taiwanfoo-Per Thales to-morrow, the 7th inst., at 5 P.M. For Shanghai-Per Machaon on Wednesday, the 18th instant, at 11 A.M. For Kongmoon, Samshui and Wuchow-

to-morrow, the 17th instant, at 4 P.M.

For Yokohama and Kobe-Per Sibiria on Wednesday, the 18th instant, at 4 P.M. For Amoy-Per Bellerophne on Thursday, the 19th instant, at 10 A.M. For Shanghai, Nagasaki, Kobe, Yokohama,

Honolulu and San Francisco-Per Nippon Maru on Thursday, the 19th instant, at 11 A.M. For Singapore, Penang and Calcutta-Per Arratoon Apcar on Thursday, the 19th instant, For Kobe, Yokohama, Victoria, (B.C.) and Seattle (U.S.A.)-Per Kinshite Maru on

Thursday, the 19th instant, at 3 P.M. For Shanghai-Per Lycemoon on Thursday, the 19th instant, at 4 P.M. For Singapore, Samarang and Sourabaya-Per Hinsang on Friday, the 20th instant, at

II A.M. Wuchow on Friday, the 20th instant, at 4 P.M. For Singapore, Penang and Colombo-Per Tamba Maru on Saturday, the 21st instant, at

For Europe, &c., India, via Tuticorin-Por, Laos on Saturday, the 21st instant, at 11 A.M. For Nagasaki, Kobe and Yokohama-Per Kasuga Maru on Saturday, the 21st instant, at For Nagasaki and Vindivostock-Per Daphns on Saturday, the 21st instant, at 4 P.M.

For Yokohama and Kobe-Per Changshan on Sunday, the 22nd instant, at 9 A.M. For Amoy, Shanghai, Kobe, Yokohama, Honolulu and San Diego-Per Thyra on Sunday, the 22nd instant, at 9 A.M. For Kongmoon, Samshui and Wuchow-Per Samshul on Monday, the 23rd inst, at 4 P.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C. Per Empressof China on Wednesday, the 25th inst., at IT A.M. For Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne-Per Yawata Maru on Friday, the 27th instant, at 3 P.M.

JAPANESE MEN-OF-WAR.

Battleships Paskim ; 1st class, 12,400 fons, 35 guns, 14,000 h.p., at Yokohama-Fuji, 15t class, 12,450 tons, 38 guns, 14,000 hp. at Nagasaki. Chinyen, and class, 7,330 tons, 22 guns, 6,200 h.p., Yokohama.

Coast Defence Ships. Maisuskima, 1st class, 4,277 fons, 25 guns, 5,400 h.p., at Manila, Ilsuskuskima, 1st class, 4,277 tons, 35 guns,

5,400 h.p., at Nagasaki. Hashidate, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Shimazu. Kongo, 2nd class, 2,550 tons, 13 guns, 2,035 h.p. Hiyei, 2nd class, 2,550 tons, 13 guns, 2,035 h.p., at Kobe.

Heiyen, and class, 2,600 tons, 15 guns, 2,400 h.p. Kasagi, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p. Chitose, protected cruiser, 1st class, 4,978 tons,

. 30 guns, 15,500 h.p. Akashi, protected cruiser, 1st class, 2,800 tons, 30 guns, 8,500 h.p. Yoshino, protected cruiser, Ist class, 4,150 tons, 32 guns, 15,000 h.p., at Chefoo. Naniwa, protected cruiser, 1st class, 3,709 tons, 24 guns, 7,120 h.p., at Manila,

Takachiho, protected cruiser, 1st class 3,700 tons, 24 guns, 7,120 h.p. Chiyoda, protected cruise, 1st class, 2,450 tons, 27 guns, 5,500 h.p. Takasago, protected cruiser, 1st class, 4,227

tons, 30 guns, 10,000 h.p., at Manila, Aktisusu, protected cruiser, 1st class, 3,150 26 guns, 8,500 h.p. Suma, protected cruiser, 1st class, 2,700 tons,

24 guns, 8,500 li.p. Idsumi, protected cruiser, 1st class, 2,950 tons, 20 guns, 6,080 h.p. Sai-yen, protected cruiser, 1st class, 2,300 tons,

15 guns, 2,800 h.p. Akitsushima, protected cruiser, 1st class, at Miyako, 2nd class, 1,800 tons 34 guns, 5,000 h.p.

Takae, 2nd class, 1,764 tons 15 guns, 2,400 h.p. Yaeyama, 3rd class 1,600 tons, 10 guns, 5,630 Tsukushi, 3rd class, 1380 tons, 12 guns, 2,887 h.p.

Sloops and Corvettes. Musashi, 1,490 fons, 10 guns, 1,600 h.p. Katsuragi, 1,480 tons, 10 guns, 1,600 h.p. Yamato, 1,480 tons, 10 guns, 1,600 h.p. Tenriu, 1,550 tons, 10 guns, 1165 h.p. Kaimon, 1,360 tons, 10 guns, 1,125 h.p. Amagi, 1,030 tons, 13 guns, 720 h.p.

Oshima, 640 tons, 10 guns, 1,200 h.p., at Kanko. Akagi, 620 tons, 10 guns, 700 h.p., at Chefoo. Alago, 620 tons, 10 guns, 700 h.p. Maya, 620 tons, 10 guns, 700 n.p. Chiokai, 620 tons, 10 guns, 700 h.p., at Fusan. Soko, 572 tons, 4 guns, 400 h.p. Iwaki, 600 tons, 6 guns, 400 h.p. Chinie, 490 tons, 5 guns 472 h.p. Chinesi, 490 tons, 5 guns, 472 h.p. Chin Hoku, 490 tons, 5 guns, 472 h.p. Chin Pui, 500 tons, 9 guns, 455 h.p. Chin Chu, 500 tons, 9 guns, 455 h.p.

Torpedo-gunboat. Tatsula, .875 tons, 6 guns, 5 torpedo tubes, 5,500 h.p. Torpedo-boats. Ikadusch, torpedo-boat destroyer, 331 -tons, Comdr. I. Ishida, at Hongkong. Kolaka, 190 tons, 6 torpedo-tubes, 1,400 h.p. Shiramubi, torpedo-boat, 278 tons, Comdr.

Kosoma, at Hongkong. 14 boats (Creusot), 56 tons, 2 torpedo-tubes, 7 boats (Kobe), 56 tons, 2 torpedo-tubes, 525 boat (Normand), 75 tons, 2 torpedo-tubes, 2 boots (Schichau), 90 tons, 3 torpedo-tubes,

boats (Yarrow); 40 tons, 3 torpedo-tubes, to boats (Yarrow), 40 tons, 3 torpedo-tubes,

Miscellaneous. Rinjo, armoured cruiser, 2,530 tons, to guns, (used as gunnery traning ship.) Kanjiu, sailing-ship, 877 tons, 6 guns. (used as training ship.) Manjiu, sailing ship, 877 tons, 6 guns,

(used as training ship.) Tsukuba, wooden screw steamer, 1,989 tons, 10 guns, 520 h.p. (used as training ship.) Asama, sailing corvette, 1,420 tons, 12 guns. (used as a hulk.) Jingel wooden paddle steamer, 1,465 tons, 2

(used as torpedo training ship. RIVER STEAMERS, SCHOONERS,

AND LORCHAS. Fatshan, British steamer, 2,260, J. Dick,-Hongkong, Canton, and Macao Steamboat Ho-nam, British steamer, 1,377, H. D. Jones,

-Hongkong, Canton, & Macao Steamboat

Powan, British steamer, 1,800, A. N. Patrick,-Hongkong, Canton, and Macao Steamboat Hankow, British steamer, 2,235, C. V. Lloyd,-Butterfield & Swire. Hoi-tong, Chinese steamer, 409 tons, Captain Per Samshul on Wednesday, the 18th inst, at Austen,-Chi Wo & Co.

Tai-on, British steamer, 728; Goblouski,-Tai

On Steamship Co.

Chun Wai, British steamer,-Kwong Wan S.S. Hongkong and Macao. Heungshan, British steamer, 1,055, W. E. Clarke, Hongkong, Canton and Macao Steamboat Co.

Macao and Canton. Lungshan, British steamer, 108, Morrison,-Hongkong, Canton and Macao Steamboat Kiangtung, Chineso steamer, 503, Holmes,-China Merchant Steam Navigation Co.

Canton and West River. For Kongmoon, Samshui and Wuchow-Per | Lungkiang, British steamer, 108, L. J. Lossieres, -Hongkong, Canton and Macao Steam-City of Whampoa, Chinese steamer, 40,-Ah

> Sun Chow, Chinese steamer, -- Ah You. Hongkong and West River. Saikong, British steamer, 219, Kwong Wang Choung Kong, Y. Kun, 58,-Kwong Wan S.S. Lil, American lorcha.

Wuchow, British steamer, R. D. Thomas,-Hongkong, Canton and Macao Steamboat Co. J. M. & Co. and B. & S. Samshui, British steamer, Summers, Hongkong, Canton Macao Steamboat Co., J. M. & Co. and B. & S.

Kutsing, lorcha, 16a, Reynolds, Hongkong to Canton,-Hung Kum Sing Printed and Published by ETHELBERT

Latches and Schooners

For Europe, &c., India, via Tuticorin-Per-PORBES SKERTCHLY, ats No. so, Queen's Parramatta on Saturday, the 28th instant, at Road Central in the City of Victoria Hong-